CYCLE NEWS®

America's weekly motorcycle newspaper

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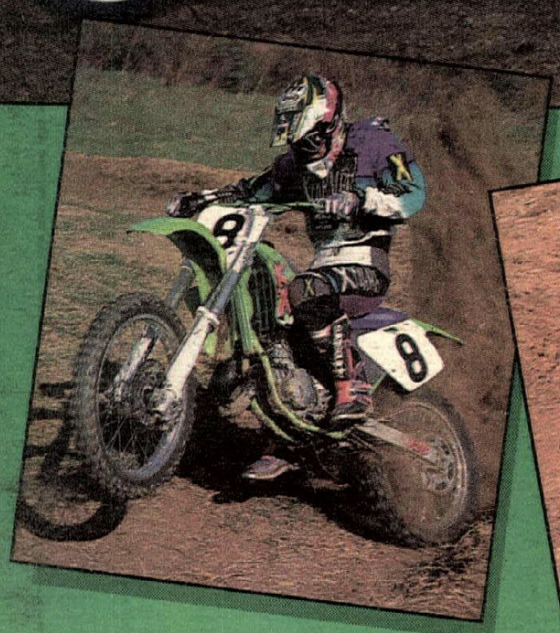
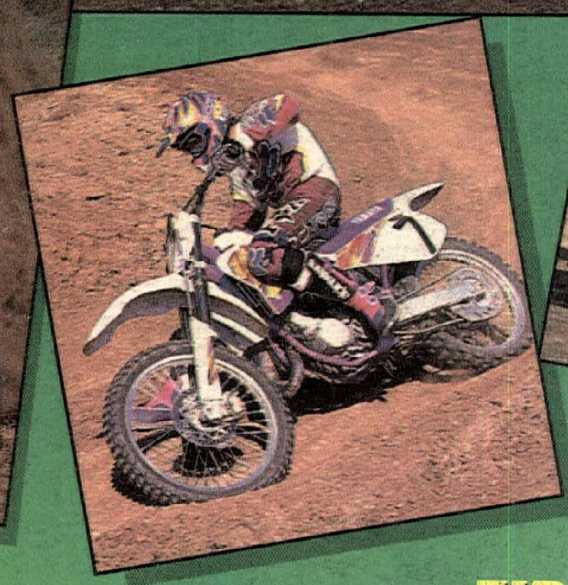
DAYTONA RACE OF CHAMPIONS

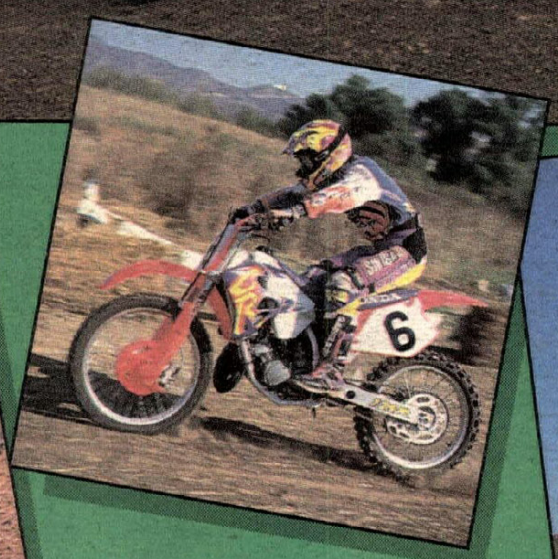
Zampach takes Harley World title

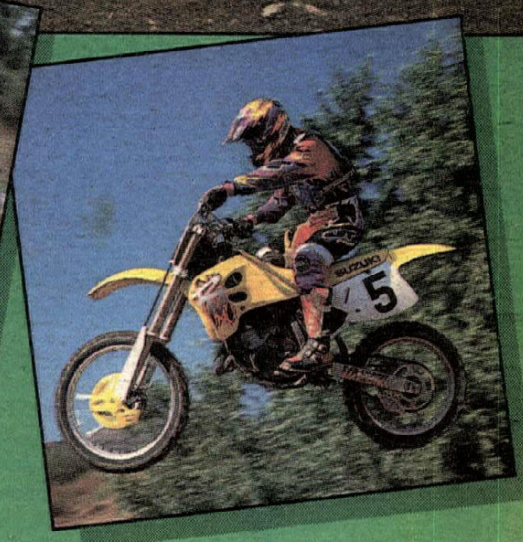
SHOOTOUT

125 MX









FIRST TEST:

1995 KTM 250 E/XC

Michael Martin, Dave Stanton and **Tray Batey** teamed up to give Team Suzuki Endurance (Suz) a victory in the final WERA Sunoco/Performance Machine four-hour endurance race of the series at Road Atlanta in Braselton, Georgia, on October 29. The trio completed 152 laps to win by four laps, carding their ninth win of the 11-race series and 101st career win; the team had clinched their 10th title at an earlier race. Second place in the race and the series went to the **Team Pearls Suzuki** (Suz) pairing of Darryl Saylor and Glenn Wilson, who also won the Heavyweight Supersport class. Greg Abbott and Gordon Miller led **Northwest Honda Racing** (Hon) to third place, two laps behind Team Pearls.

Thomas Wilson Jr. (Yam) was the biggest winner in the Metzeler Grand National Final sprints at Road Atlanta, taking three wins and nearly winning two others. The 26-year-old won the C Superbike Expert on a Yamaha FZR600, then rode his Yamaha FZR750 to wins in the A Superstock Expert and B Superstock Expert.Wilson, who had to start from the second wave in most of the races, nearly caught Valvoline Suzuki's Chuck Graves in the B Superbike Expert class when the race was red-flagged on the fifth of eight laps while Wilson Jr. was a close third. He also crashed out of the lead of the C Superstock Expert while running in the lead on the third lap.

Team Suzuki Sports' **James Randolph** won the 750cc Suzuki National Cup Series Final at Road Atlanta on October 30, getting the better of Valvoline Suzuki's **Chuck Graves** in a race that was red-flagged on the 10th of 12 laps with scoring reverting to the ninth lap. **Mark McDaniel** was third, about nine seconds behind the leaders when the red flag flew. McDaniel won the 1100cc Suzuki final after the disqualification of on-track winner **Kevin Rentzell**; Rentzell was disqualified for illegal cylinder-head modifications. Graves ended up second in the revised results with **Curtis Adams** third.

Six-time World Champion **Jordi Tarres** (G-G) has been cleaning up in the off-season indoor trials meets. Tarres emerged victorious at the October 23 event held in Sevilla, Spain, topping **Marc Colomer** (Bet) and **Joan Pons** (G-G). Tarres rolled on at the October 30 event in Valencia, Spain, easily besting Colomer and former World Champion **Tommi Ahvala** (Fan).

And speaking of trials, **Amos Bilbao** has left the factory Montesa team and will contest the 1995 World Championship Trials Series as a member of the **Beta** factory squad. Insiders expect **Marc Colomer** to leave Beta and fill the spot left vacant by Bilbao on the Montesa team.

Georgian **Mike Smith** has signed a contract to ride a Fast By Ferracci Ducati in the 1995 AMA U.S. Superbike National Championship. Smith, who rode a Smokin' Joe's Honda in the 1994 series, will ride alongside former Daytona 200 winner **Dave Sadowski** in the two-man team.

With **Miguel DuHamel** expected to re-sign with Harley-Davidson for the 1995 AMA U.S. Superbike National Championship, the only opening is the number-one slot on the Smokin' Joe's Honda team; and Honda is currently courting former 1990 AMA Superbike National Champion **Doug Chandler** for the ride. If Chandler signs, the factory team line-up for 1995 would be the following: Smokin' Joe's Honda - Doug Chandler/Mike Hale; Muzzy Kawasaki - Steve Crevier/Pascal Picotte; Team Harley-Davidson - Miguel DuHamel/Chris Carr; Yoshimura Suzuki - Thomas Stevens/Fred Merkel/Donald Jacks; Vance & Hines Yamaha - Jamie James/Tom Kipp; Fast By Ferracci Ducati - Mike Smith/Dave Sadowski.

According to the AMA's vice president of sports marketing **Tom Mueller**, the AMA road race promoters meeting, held October 26 in Chicago, Illinois, was a success. "I think it went real well," Mueller said. "Having **Cary Agajanian** along provided a whole different flavor. We went over our marketing plans and other things and there were really no questions. Ron Barrick is following up the meeting with phone calls this week and we've set a November 10 deadline for promoters wishing to use our direct-mail package. We received letters from all the major manufacturers who have commited to running the AMA road racing series next year. Honda's letter also said that they would be competing in our Supercross Series." Mueller said that some of the supercross promoters have requested another meeting with the AMA regarding the 1995 Supercross Series. "They want to get back together and talk," Mueller said. "It's all real open right now and Cary (Agajanian) will be handling that from now on."

Ricky Johnson, Brad Lackey, Marty Smith, Lars Larsson and **Jim Holley** have been added to the entry list of riders who will compete in the Legend Exhibition, to be held in conjunction with the November 5-6 White Bros. Vet World Championships at Glen Helen Raceway. Kawasaki will also be on hand with several of their past championship-winning machines on display. Spectators will also be allowed to take a tour through the **Kawasaki factory race team big rig**. In addition, **Larry Huffman** will announce Sunday's feature races. For more information call White Bros. at 714/692-3404.

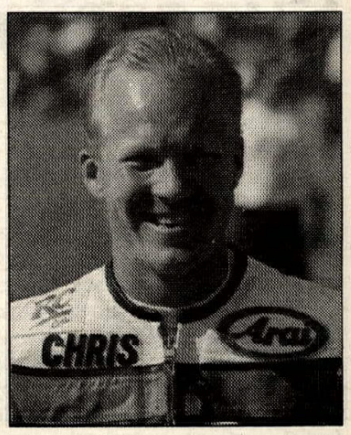
Dirt tracker/road racer **Matt Wait** suffered six broken ribs and a punctured lung in a crash at the October 23 AMA/CCS Harley-Davidson World Championships, held at Daytona International Raceway in Daytona Beach, Florida. Wait hopes to be released from the hospital by Wednesday, November 2. Cards and letter may be sent to Wait at 16201 N. Tretheway, Lodi, CA 95240.

Schedule time: The **World Championship Road Race Series** calendar for 1995 is as follows: March 26 - Eastern Creek, Australia; April 2 - Shah Alam, Malaysia; April 23 - Suzuka, Japan; May 7 - Jerez, Spain; May 21 - Nurburgring, Germany; June 11 - Mugello, Italy; June 24 - Assen, Holland; July 9 - Le Mans, France; July 23 - Donington Park, England; August 6 - United States (site to be announced); August 20 - Brno, Czech Republic; September 17 - country and site to be announced; September 24 - Buenos Aires, Argentina; October 8 - Catalunya, Spain.

The **1995 World Superbike Series** calendar is as follows: May 7 - Hockenheim, Germany; May 21 - Misano, Italy; May 28 - Donington Park, England; June 18 - Monza, Italy; June 25 - Albacete, Spain; July 9 - Salzburgring, Austria; July 16 - Magny-Cours, France; August 6 - Brands Hatch, England; August 27 - Sugo, Japan; September 3 - Assen, Holland; October 15 - Sentul, Indonesia; October 29 - Phillip Island, Australia. The FIM also lists an American round of the series, though the date and site have yet to be announced.

The **1995 AMA National Championship Motocross Series** has also been announced: March 5 - Gainesville, FL; April 2 - Sacramento, CA; May 28 - Mt.

Carr to road race VR1000



Team Harley-Davidson dirt tracker Chris Carr (right) will contest the 1995 AMA U.S. Superbike National Championship Series aboard a factory Harley-Davidson VR1000 Superbike, joining returning team member Miguel DuHamel.

After finishing second in what was the most competitive Grand National Championship Series in years, 27-year-old Carr will continue to race at selected dirt track events, but will concentrate on the road race series. "The Harley-Davidson factory and I have worked out a sort of 'package deal' contract," said Carr. "The meat of my contract will be for the superbike series, but I will still compete in 10 to 15 dirt track races."

Apparently, the deal has been in the works for some time, but wasn't set in concrete until Carr tested the VR after the Del Mar Mile season finale. "It's been brewing for about six months now," said Carr. "I've been pretty good about keeping a lid on it. When Steve Scheibe took over the VR project a few years ago, I told him that I was interested in being a part of it. Road racing is something that I've wanted to do for a long time, but I've never had an opportunity like this. Had I tried road racing before, I certainly would have burned some bridges with the Harley factory. Now, I think I'm in a 'no lose' situation. My contract states that if road racing isn't working out for me, I can still race dirt track for the factory."

The last time Carr competed in a road race was in 1988 at Memphis Motorsports Park in Memphis Tennessee, aboard the Lucifer's Hammer Battle of the Twins motorcycle. The first time Carr threw a leg over the VR was during a three-day test session at Blackhawk Farms Raceway in Wisconsin, October 18-20.

"The test went really well," said Carr. "I exceeded my expectations. I started out getting my feet wet on a Suzuki GSXR1100, and once I got comfortable on the VR and was able to push it, I came within a second of the times that Miguel was turning, and within two seconds of the track record."

Carr's VR1000 will be built and tuned in-house by Harley-Davidson factory mechanics Al Stangler, Craig Filmer and Scott Brooks. As for his XR750 dirt trackers, Carr hopes to secure his longtime tuner Kenny Tolbert, but the two have not yet come to an agreement.

Cycle News Rider of the Month: Scott Parker

There's little doubt that Team Harley-Davidson's Scott Parker (right) is the greatest dirt tracker of all time - just look at what he's accomplished. Parker wrapped up his record-setting fifth Grand National Championship in grand style with a runaway win at the Del Mar Mile on October 16. In addition to becoming the first rider to ever earn five number-one plates, Parker continued to pull further away from his competitors on the all-time win list. With a whopping 60 Grand National wins, the Michigan resident continues to stretch his lead over second-placed Jay Springsteen, who has 40.

The 1994 season was a comeback of sorts for Parker, as he suffered what was for him a lackluster season in '93. Last season, the Harley-Davidson factory rider scored only one win and finished the series third overall, causing many to write him off. But Parker rebounded in a big way in 1994, adding eight more wins to his resume.

Plessinger king of GNCC

Team KTM's Scott Plessinger (right) sewed up his first Grand National Cross Country title at the final round in Brownsville, Pennsylvania, October 30. Defending champion Fred Andrews scored the win, but Plessinger's runner-up finish was good enough to take the crown by a slim one-point margin, 155-154. Duane Conner finished a distant third on his Kawasaki, with Team Mirage's Tom Norton and Kawasaki pilot Gene O'Nail rounding out the top five.

Plessinger, a two-time National Hare Scrambles Champion, won three races to Andrews' four this season. It was KTM's first GNCC title.

Carl Fogarty: World Superbike Champion

Britain's Carl Fogarty (right) won the 1994 World Championship Superbike Series with a win and a second-place finish in the final two legs of the season at Phillip Island in Australia on October 30. The Ducati Corse rider withstood the constant pressure of Muzzy Kawasaki's Scott Russell and Anthony Gobert to earn the title, with Russell running into tire problems in the second race.

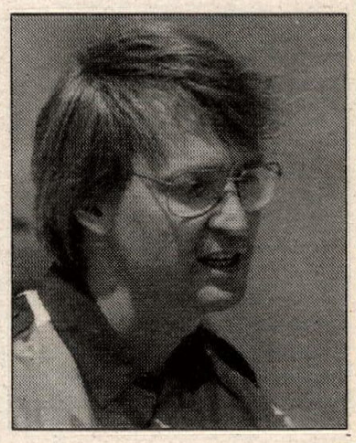
The first race saw Fogarty take control early, with Gobert and Russell trying to match the Brit's record-setting pace. At the finish it was Fogarty by 14 seconds over Russell as Gobert slowed to let his teammate past. Castrol Honda's Aaron Slight finished fourth with Australian Troy Corser fifth on the Fast By Ferracci Ducati.

Gobert and Russell got flying starts in the second leg, with Gobert pulling away in the lead while Fogarty closed in from third place. Six laps from the end of the race, Russell was forced to pit with with a worn rear tire, ending his title hopes. With Russell out of contention, Fogarty cruised home to finish second behind Gobert. Corser finished third with Slight fourth.

Texan Doug Polen finished 11th in both races on his Castrol Honda RC45.

With his 10 race wins, Fogarty ended the season with 305 points, 25 points clear of Russell's 280. Slight finished third with 277 points. Polen ended the year fourth with 158 points and Simon Crafar was fifth with 153.

Quarterley takes WERA F-USA finale



Team Mirage's Dale Quarterley (right) took the overall win in the final Motoport Formula USA race at the sodden Road Atlanta Metzeler Grand National Finals with 2-1 finishes in the two, 12-lap races, on October 30. But it was second-place finisher Michael Martin of the Valvoline Suzuki team who was the big winner. Martin, who carded 1-2 finishes for second overall, and Team Hammer, Inc. teammate Chuck Graves, third overall with a pair of thirds, split the $20,000 top prize in the EBC Brakes Triple Crown Challenge, a team award for the best finishes in three of the four WERA F-USA races.

Quarterley and teammate Scott Gray had led the challenge series coming into Road Atlanta, but Gray high-sided coming out of turn seven in Saturday's heat race and was hospitalized over the weekend with a broken pelvis and ruptured bladder (after landing on the track Gray had been unavoidably hit by Performance South Racing's Rich Oliver, who also crashed, sustaining a concussion.) Gray was taken to Northeast Regional Hospital, as was Oliver, but Oliver released himself from the hospital, though doctors prohibited him from racing on Sunday. Gray was scheduled to have surgery to repair the ruptured bladder.

Team Mirage's Quarterley was forced off the track and the incident brought out a red flag on the fourth lap of the race. Because Gray was Quarterley's teammate on "The Farm Team," Quarterley had to find a replacement and chose New Zealander Andrew Stroud. Stroud chose to ride the Fastline/MCM Suzuki, which was available after Michael Barnes crashed, re-breaking his right wrist, but because he hadn't competed in the heat race, he had to start from the back of the field and finished sixth and seventh on a wet track. On the strength of their finishes in the two Motoport Formula USA heat races, "The Farm Team" placed second in the championship, earning $7500. Team Hammer, Inc. II's David Stanton and Tray Batey, who finished fourth and fifth, respectively, on the day, moved from sixth to third in the final challenge standings, pocketing $5000.

Performance South Racing's Rich Oliver clinched his second consecutive Goodridge Formula II title, despite riding only two laps of the race. Because he'd suffered a concussion in the F-USA heat race, Oliver was not cleared by doctors to race and had checked himself out of the hospital after they had asked to keep him for observation for 48 hours. In the race he needed only complete the first and final laps, because WERA scoring dictates that you are not credited with a result unless you cross the finish line. Starting from the back of the pack, he rode slowly for one lap, pitted, then went back out for the final lap. Because there were only nine 250s Oliver got six points and won the title over teammate Chuck Sorensen, 66-63. Sorensen completely dominated the race, building up a 10-second lead by the third lap and cruising to his first WERA Formula II race win ever. Second place in the race would decide third in the championship since William Himmelsbach and Greg Esser came into the final round tied on points. Himmelsbach used a gutsy last-lap move down the hill to the final corner to take the spot narrowly from Esser and, with it, third in the championship with 38 points, two better than Esser.

The RK Chain Formula III race and title were won by Roadracing World's Chris Rogers. The Yamaha-mounted rider rode to victory on a wet track with Jim Struke second and Toby Jorgensen third. MCE Racing's Kevin Murray was challenging for second when he crashed, unhurt, on the final lap coming out from under the Goodyear Bridge. Murray took second in the championship with Roadracing World editor John Ulrich third in the championship. Ulrich crashed while running in fourth place in the middle of the race.

Henny Ray Abrams

Morris, PA; June 18 - Budds Creek, MD; June 25 - Southwick, MA; July 2 - Buchanan, MI; July 16 - Troy, OH; July 23 - New Berlin, NY; July 30 - Millville, MN; August 6 - Washougal, WA; August 27 - Binghamton, NY; September 3 - Delmont, PA.

Will the **San Jose Mile** return to the AMA Grand National Dirt Track schedule in 1995? **H.E. Murrell Enterprises** is currently pursuing the return of the event to the Santa Clara County Fairgrounds. The 1994 San Jose Mile was cancelled when the Santa Clara County Fair Board announced that it would pave over a section of the famous race track to host an area flea market, killing the event permanently. But the work was never begun and may not happen after all. "The AMA has slotted us for our traditional May and September dates, and the Santa Clara County Fair Board is in the process of putting their schedule together with those two dates in mind," Murrell said. "I am actively seeking proper sponsorship so that these two events can continue as they have in the past."

Australians had won eight of the 10 races held in the history of the Australian round of the World Superbike Series, heading into the October 30 running of the event at Phillip Island. The first year of the event, 1988, saw **Michael Doohan** win both legs on a Yamaha. Since then, **Peter Goddard**, **Michael Dowson**, **Rob Phillis** and **Kevin Magee** have won races. The race was held at Oran Park in 1988 and 1989, with Phillip Island taking over as the host race track in 1990. With **Anthony Gobert** taking a win in the race on October 30, Australia's total jumped to nine of 11.

The 10th running of the Team Hare Scrambles Championship of the World will be held on November 12-13 in Athens, Ohio. The Pro class will pay $1000. Drew Wolfe of **Action Sports Promotions, Inc.** has also announced that his Arenacross Series will begin at the Fairgrounds Coliseum in Columbus, Ohio, on December 2-4 and that his ice racing series gets underway on December 17 at the same venue. For more information call 614/594-6686.

The **Malcolm Smith Motorsports Dual Sport Ride** which will begin in Riverside, California, on November 13 has already reached the 100-rider entry limit and the waiting list for alternates is also filling up. The folks at D-37 Dual Sport remind us that pre-entries for the Los Angeles-Barstow-Las Vegas Dual Sport ride have also been coming in rapidly and pre-entry for that event closes on November 8. For more information call 818/249-2141.

A **Motorsports Display Day** will be held at Hansen Dam Park in Sylmar, California, on November 5. Personalities such as **Eddie Mulder**, **Dave Arnold**, **Pete Coleman**, **Eddie Wirth** and **Gene Romero** are scheduled to attend. For more information call 818/896-2200 or 818/443-9630.

Initial reports that road racer **Loris Capirossi** had suffered serious head injuries in a testing crash in Jerez, Spain, were untrue. Though the Italian did crash his Honda NSR500, Capirossi was discharged from the hospital without injury.

The 3rd Annual **Scotty Adams Benefit Bash** will be held November 12 at the Downtown Airpark at 1701 South Western in Oklahoma City, Oklahoma. Adams is a former dirt tracker who suffered paralyzing injuries in a 1991 crash, and all proceeds form the bash will go towards Adams' extensive rehabilitation costs. Food, drink, live entertainment and door prizes highlight the event, which runs from noon to midnight. For more information call 405/720-7544, 415/799-4566 or 405/495-4915.

The **Motorsports of America Indoor Series** will get underway November 12 in Evansville, Indiana, and the Open Pro class winner will take home $500. Interested flat trackers should call 800/544-8714.

The **Dirt Diggers M.C.** and the Prairie City SVRA will host a grand opening of their new Hangtown practice MX track on November 5, near Rancho Cordova, California. Park admission will be free from 8:00 a.m. to 11:00 a.m., and there will be a free raffle. The Vic Wilson-designed track will include most of the features from the National track, with the exception of the steeper uphills and downhills. An irrigation system is being installed to control dust. The track will be open during normal park hours. Spark arrestors and green stickers are required. For more information call 916/985-7376.

Sacramento (California) area sportbike riders will be interested to know about the Tuesday, November 8 **Sportbike Night**, which will take place at America Live! sports bar on 7th and K in downtown Sacramento, from 7:00 p.m. to 10:00 p.m. The event features GP films on a big-screen television, race bikes on display, raffles and giveaways, secured bike parking and a free Carmichael Honda hat to the first 50 guests. For more information, call 916/373-1557. CN

Enduro Series to Hatch

After a season-long duel, Team Suzuki's Steve Hatch (right) came out on top of rival Kevin Hines in the National Championship Enduro Series. Hatch was victorious at the final round in New Castle, Delaware, October 30, with CRE-mounted Hines finishing three points back. The top five were filled out by Kawasaki pilot Mike Lafferty, defending champion Randy Hawkins and KTM rider Matt Stavish.

Hatch, who finished the series second last year, won four races to former champ Hines' three. It was Hatch's first National title.

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VOICES
Letters to the editor

GP kudos

It has been a few weeks since the U.S. GP, and I haven't seen any letters published about the event, so I'm writing this one. Congratulations Kenny Roberts, DORNA, SCRAMP and everybody else that was involved in making it happen for us, the people who put our money and efforts where our mouths are, and who make the trip to Laguna part of a world-class act.

It is a shame that to have a successful (read profitable) event of this magnitude, they may have to move it to another track, due to the apathy of the motorcycling crowd in the state of California. Shame on you squids!

Kenny, keep up the good work, and whatever track you promote the GP at, I can tell you one thing; we will be there.

Jose Obando
Phoenix, AZ

Thanks, Dianne

Thanks, Dianne Feinstein, for working so hard to get the Desert Protection Act passed.

Also, thanks for the millions of acres of desert I can no longer gain access to on any type of motor vehicle.

Thanks also for the added millions of new taxpayer dollars that will be needed to maintain and patrol these millions of acres.

Oh, and I'm sure the hundreds of small businesses will thank you when they have to close their doors because you helped pull the rug from under their livelihood of selling parts, supplies and services to the tens of thousands who liked to enjoy the beauty of the desert in a motor vehicle. That lost business sure won't help the tax base of California, but you know that. By the way, how much does the Sierra Club pay in taxes?

So thanks, Dianne. Thanks for nothing!

Bob Guider
Stinson Beach, CA

No thanks, Dianne

I just read your article on putting the California Desert Plan in perspective (October 26, issue #42). You made the statement that there are one million ATV and dirt bike riders in the state of California. If this is true, add to them all the four-wheel-drive enthusiasts. We should certainly, as a group, be able to vote out the present senator, Dianne Feinstein. And, if we can accomplish that, maybe it will send a message to President Clinton that he shouldn't sign that bill into law, because if he does we can make sure he doesn't carry the state of California in his re-election bid. I am positive he needs California in order to be re-elected. This is our time and way to stop this kind of legislation!

Bob Killian
Thousand Oaks, CA

Jim says bye

It is with some sadness that I report to *Cycle News* readers that I am leaving the AMA to work for the Cellular Telecommunications Industry Association.

During my eight years as a lobbyist for the AMA, I've enjoyed the support of President Ed Youngblood and Vice President Rob Rasor as well as my fellow staff members and colleagues at the AMA. Together, we've achieved some notable victories for motorcyclists. You can be certain that the AMA is well poised to bring motorcycling into the 21st century by protecting our right to ride.

I'd like to take this opportunity to thank all our members and the many friends I've made in the motorcycling community for their continuous support of the AMA's mission. Without our loyal members, our achievements would be impossible.

Finally, for anyone considering a career in legislative affairs, the AMA has an opening in the goverment relations department. A competitive salary is offered with excellent benefits and relocation expenses paid. The opportunity to fight for motorcyclists' rights is a personally rewarding endevor as only I can tell you.

Meanwhile, I plan to stay involved in motorcycling by supporting the AMA's legislative agenda. To all my friends in the motorcycling community, this is not goodbye; I hope to see y'all down the road or on the trail.

Jim Bensberg
Washington, DC

Foreign invasion

In review, it looks like 1994 is going to go down as the worst year for America's international racing contingent since...well, since America started having an international racing contingent.

I mean, first we lose the MX des Nations crown that we'd had a lock on for 13 years. Then we relinquish the Speedway World Championship. Next it's the 500cc Grand Prix road racing title, and finally the Superbike World Championship.

And just in case there was any doubt which way things were going, we couldn't even manage to hold our own National Superbike title. Can you say, "So long, mate"?

Seriously, though, none of the new champions could have ascended to their thrones without deserving it, so they should all receive our most sincere congratulations. Even the ones who came from other countries, promised they'd respect us in the morning, and then used the AMA championship as a stepping stone to greener pastures.

Actually, as poorly as we fared in the Grands Prix this year, I'm even more worried about the years to come. Think about it. With Kevin Schwantz being slated for retirement by this time next year, and the Cagiva albatross having almost certainly sunk poor Doug Chandler's career, the only 500cc GP rider who'll be left to act as ambassador to America will be that turkey John Kocinski!

Please, tell me it ain't so!

John Garner
San Leandro, CA

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498 or faxed to 310/427-6685. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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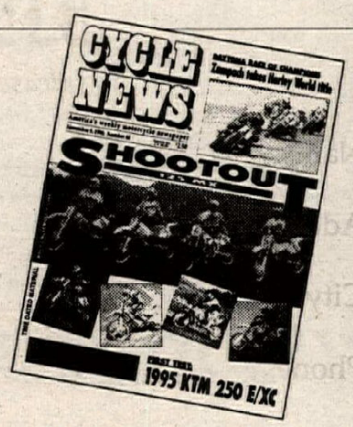

ON THE FRONT COVER

Gentleman, start your engines: The 1995 125cc MX shootout is upon us. See page 18 for all the details. Inset photo: Scott Zampach leads the 883 fray during the Race of Champions at Daytona International Speedway. Turn to page 10. Photo by John Flory.

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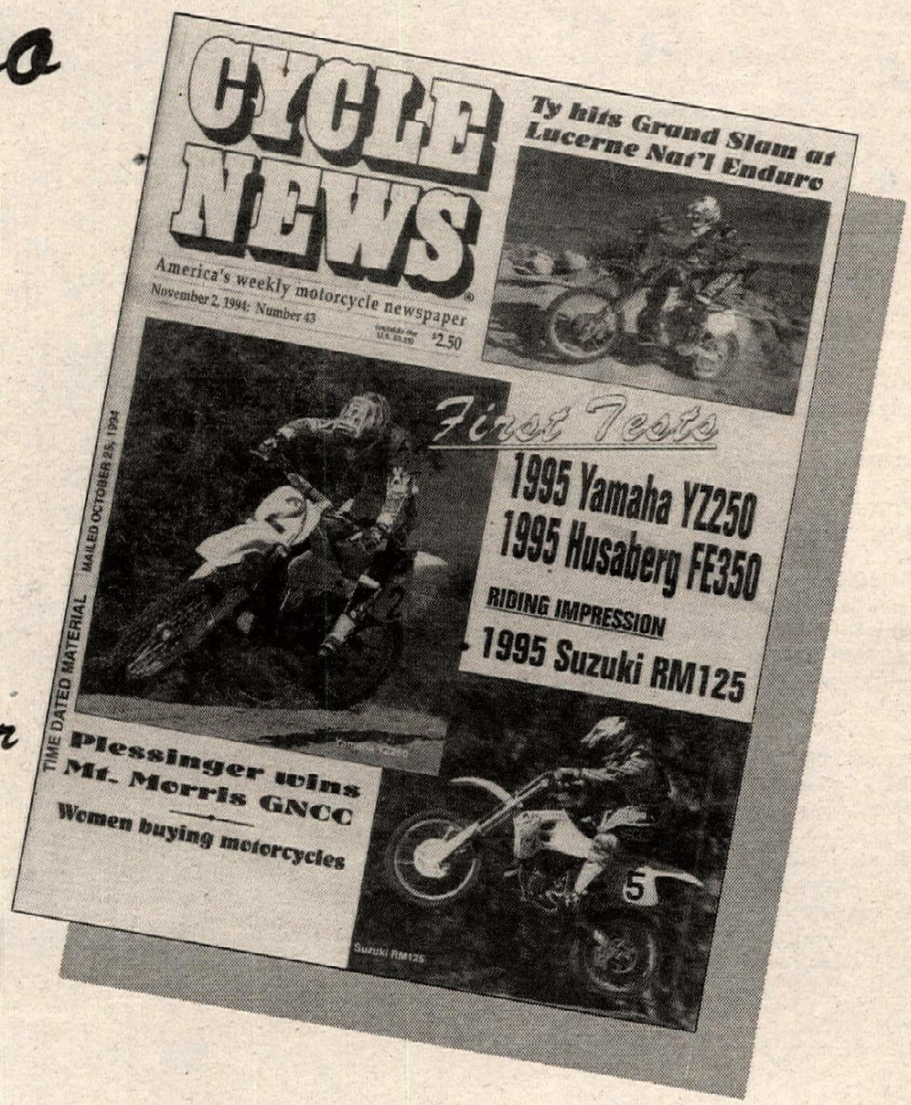

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Round 8: Sunday Creek

Hot streak

By Davey Coombs
Photos by Jim Talkington

MILLFIELD, OH, OCT. 23

Team KTM's Scott Plessinger, currently the hottest rider on the Eastern off-road circuit, won the penultimate round of the series after a frantic final-lap battle with newly crowned series champion Rodney Smith. The two collided together about four miles from the checkered flag and Plessinger, on his feet first, won the scramble to the finish.

"This time I came out on top because my bike didn't quit running!" exclaimed Plessinger, in reference to the crash with Smith. Back in March the two came together in the last corner of the Loretta Lynn's round of the series. On that day it was Smith who had remounted first and claimed the day's overall win. This time Plessinger got the nod.

"I made a mistake about four miles from the finish line and Plessinger got around me," said Smith, who took a low line to Plessinger's high line through a tree section. When the lines came back together, the two collided and fell in the dirt together. Plessinger ended up reaching the checkered flag first, while Smith was a short distance back in second. Rounding out the top five overall were Team Mirage's Tom Norton, Kawasaki Team Green's Doug Blackwell and Sportcycle Yamaha's Terry Cunningham.

The trail was designed by former National Enduro Champion Jeff Russell and his father Howard. It measured 10 miles per lap and included parts of the Sunday Creek motocross track - perfect for spectators. The trail itself was tighter than the cross country event held last August, partly due to the fact that it was not preceded by an ATV race. Almost half of the course was virgin trail. Mild, sunny weather made for a perfect autumn day of racing through the southeastern Ohio woods. Lap times hovered right around the 27-minute mark, and the race totaled seven laps.

It appeared that none of the 15 AA class riders wanted to lead through the early stages due to the thick layer of fallen leaves that covered the trail. But after some initial scrambling for positions, Californian Smith emerged at the front of the pack, with Plessinger and Ohio off-road icon Terry Cunningham right behind him.

"I had a poor start," said Norton. "Maybe a third-kick start. But everyone messed up on the motocross track and missed the trail. When we did get into the woods some guys got stuck on an embankment and someone tagged me, so I fell down and was almost dead-last again."

Four miles later, Norton was back into the lead, having hit the afterburners very early in the race, but his time out front would not last.

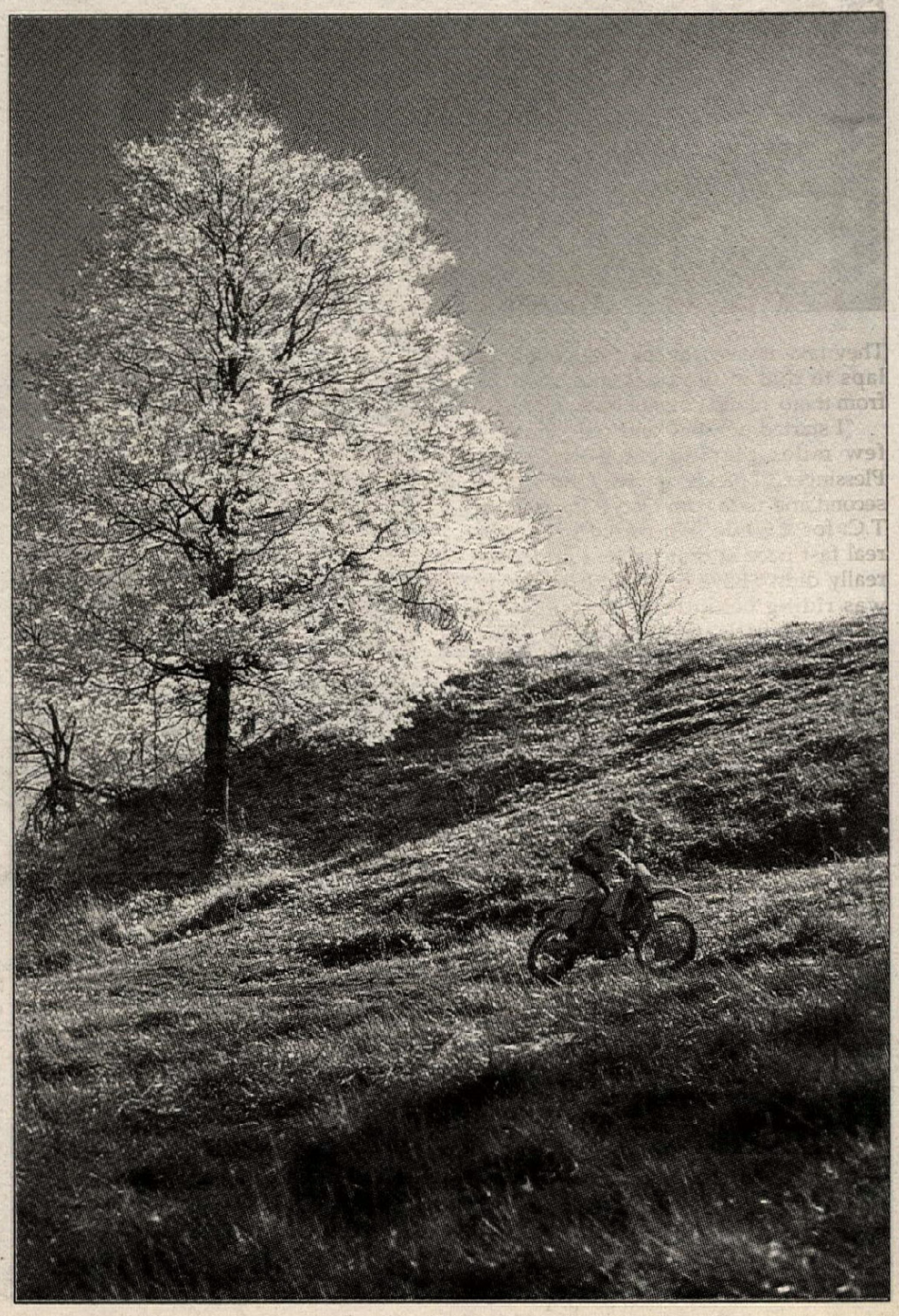
"I thought I had a hot line jumping through a creek, but I landed in some barbed wire instead," said Norton. "I was there for three minutes trying to get free."

A surprise early contender was Daryl Conner, the younger brother of long-time cross country star Duane Conner.

"Daryl was putting the ride of his life in today," said Norton of the impressive performance of the younger Conner brother. "He was definitely in the hunt for a while."

"I'm used to riding the 200cc A class where you've got to start out fast and stay fast," said Conner, who was competing in the AA class this weekend. "Those AA guys ride totally different.

(Left) The title may have eluded him, but two-time National Hare Scrambles Champion Scott Plessinger continued his win streak with a victory at Millfield. (Below) Newly crowned champ Rodney Smith motors through a scenic section on his way to a runner-up finish.



They take it easy for the first couple of laps to dial in the track and then go from there. I kind of went backwards."

"I started off slow and rode the first few miles playing catch-up," said Plessinger. "I picked my way through to second and rode with Daryl Conner and T.C. for a while. We weren't riding a real fast pace at that point. I guess we really didn't have to because everyone was riding behind me at the time. I could look back and even see the 250cc A class guys, and they started a minute behind us."

But the pace did pick up when Norton reached the front.

"Tommy picked up the pace real fast," said Plessinger. "Until he crashed a lap and a half later we were all going real fast."

"I got back up to Scott and Rodney but I spent too much energy trying to catch up early in the race," said Norton. "I clipped a tree and fell down, then stalled once. After that I just held on and tried to keep Blackwell behind me."

Daryl Conner dropped back and ended up dueling briefly with his brother. However, once Duane got away from him, Daryl made a fuel miscalculation and ran out of gas. Ironically, older brother Duane made a similar mistake that cost him a high overall finish.

"I ran out of gas on the last lap," said Duane Conner. "I was running the small tank again and I elected not to stop on the last lap like my pit wanted me to, and ran out (of gas). I was third halfway round the last lap when I ran out. I guess it wasn't a good gas day for the Conners!"

"Rodney tried to run away from me towards the end, but he never did pull away from me," said Plessinger of the duel with Smith. "Going out the last lap, I was right on him, but I think he was getting tired. It seemed like he was taking a drink of his water bottle every mile. Once he went to take a drink and missed a line that was a little shortcut between these two trees. He went down below and I went in between the two trees. We came out at the same place and hit together. We both went down, but Rodney high-sided over the other side. I got up first and pushed as hard as I could to the finish. After the race I talked to Rodney and he said, 'That's racing.' It wasn't intentional or anything, and it wasn't nearly as hard as we hit in Tennessee." CN

Sunday Creek
Millfield, Ohio
Results: October 23, 1994 (Round 8 of 9)

O/A: 1. Scott Plessinger (KTM); 2. Rodney Smith (Suz); 3. Tom Norton (Kaw); 4. Doug Blackwell (Kaw); 5. Terry Cunningham (Yam); 6. Jason Dahners; 7. Gene O'Nail (Kaw); 8. Steve Leivan (Yam); 9. Mark Hyde (Suz); 10. Leigh Letelier (KTM); 11. Martin Kehlmeier (KTM); 12. Terry Gilliland (KTM); 13. Eric Mashbir (Hus); 14. John Mashino (KTM); 15. Scot Harden (KTM); 16. John Mashino (KTM); 17. Robert Bennett (Kaw); 18. Richard Bryan (KTM); 19. Jeffrey Hupp (Kaw); 20. David Black (Hon).

(Left) Racing in the autumn: A group of riders tackles the leaf-covered "Ravine," one of the many highlights on the 10-mile loop.
(Below) Tom Norton - second in the series standings - finished third overall.

PRO: 1. Scott Plessinger (KTM); 2. Rodney Smith (Suz); 3. Tom Norton (Kaw); 4. Doug Blackwell (Kaw); 5. Terry Cunningham (Yam).

4-STRK: 1. Rodney Judson (Hon); 2. David Black (Hon); 3. Ralph Thorn (Hon); 4. Russell Cherry Jr. (Hon); 5. Charles Dailey (Hon).

VET A: 1. Mark Hyde (Suz); 2. Darryl Smith (Yam); 3. Daniel Furo (Hon); 4. Robert Kirchner (Hon); 5. Robert Harris (Hon).

SR A: 1. Lennie Rhoades (Kaw); 2. George Lawson (Kaw); 3. Herman Player (Suz).

S/SR A: 1. William Miller (Kaw); 2. Willard Root (ATK).

250 A: 1. Martin Kehlmeter (KTM); 2. Jeffrey Hupp (Kaw); 3. Kenneth Yount (Yam); 4. Kevin Borts (Yam); 5. Jeff Lappe (KTM).

200 A: 1. Shawn Sommers (Hon); 2. Ryan Moss (Kaw); 3. Neil Brauge (Yam); 4. Paul Cheaney (Kaw); 5. Craig Hayes (Hus).

OPEN A: 1. Scot Harden (KTM); 2. Richard Bryan (KTM); 3. Michael Matoskia (KTM); 4. Bill Cavanaugh (Kaw); 5. Robbie Jerks (Hon).

SR B: 1. Michael Sahwutz (Suz); 2. Tom Parfitt (Yam); 3. John Rader (Yam); 4. Jim Yount (Hon); 5. Greg Moss (Kaw).

OPEN B: 1. David Kidwell (KTM); 2. Ben Smith Jr. (Hon); 3. Mike Gravey (KTM); 4. Robert Kowalski (KTM); 5. Jack Downard (Hon).

250 B: 1. Jeremy Jarvis (Yam); 2. Charles Miller (Suz); 3. Richard Hart (Hon); 4. Robert Johnson (Kaw); 5. Randy Racer (Yam).

125 B: 1. Heath Bennett (Yam); 2. Shawn Belville (Yam); 3. Daniel Hofmann (Yam); 4. Sammy Gosnell (Yam); 5. Terry Mullins (Kaw).

4-STRK B: 1. Mike Treadway (Hon); 2. Ronald Campbell (Kaw); 3. Jim Kalleker (Hus); 4. Jeff Rider (Suz); 5. Christopher Sloan (Hus).

VET B: 1. Bradley Smith (Hon); 2. Tom Harden (Suz); 3. Thomas Walters (Yam); 4. John Bradley (Kaw); 5. David Conti (KTM).

S/SR B: 1. Richard Cone (KTM); 2. Will Stidd (Yam); 3. Donald Rice (KTM).

OPEN C: 1. Mike McClelland (Yam); 2. Fred Dierkes (Kaw); 3. Norm Richards (KTM); 4. Eric Hutto (KTM); 5. Christopher Loof (Yam).

200 C: 1. Jeremy Berwanger (Yam); 2. Jason Carano (Suz); 3. Jeff Sexton (Yam); 4. Keith Vermillion (Kaw); 5. Jason Smith (Suz).

MINI SR: 1. T.J. Sullivan (Suz); 2. Isaac Ackels (Kaw); 3. Steven Graves (Kaw); 4. Charlie Paskins (Suz); 5. Andrew Johnston (Kaw).

MINI JR: 1. Brandon Shriner (Yam); 2. Seth Patton (Suz); 3. Nathan Skaggs (Hon); 4. Crystal Williamson (Yam); 5. Ryan Berkfield (Hon).

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES (Best 7 of 9 rounds count): 1. Rodney Smith (203/3 wins); 2. Tom Norton (163); 3. Scott Plessinger (101/2); 4. Scott Summrs (97/1); 5. Eric Mashbir (89); 6. Jason Dahners (79); 7. (TIE) Randy Hawkins (1 win)/Leigh Letellier (46); 9. Steve Leivan (45); 10. Martin Kehlmeier (43).

Pro forma

Round 6: Lucerne Valley

(Left) Kawasaki Team Green's Danny Hamel won the final round of the National Hare & Hound Series in Lucerne Valley with room to spare. Hamel officially wrapped up the series title about a week prior to the race when the AMA announced that the final round of the series was cancelled. (Above) Ty Davis finished second in the race and in the series.

By Anne Van Beveren
Photos by Tom Van Beveren

LUCERNE VALLEY, CA, OCT. 23

With the mathematical possibility of a new winner in the National Hare & Hound series, the stage was set for fierce battles and last-ditch heroics in the second to last round of 1994's seven-round championship competition.

Defending champion Danny Hamel needed a strong finish to capture his fourth overall series win in four years, and Ty Davis, who had snapped at Hamel's heels for two years, was poised ready to capitalize on his outside shot at the elusive title.

But the excitement was over before the race began, when Danny Hamel was declared the winner of the prestigious series a full week before round six's racing began. "The last round (at Carson City, Nevada) was canceled. That cut the series to six races and it changed the way the points were added up. Instead of counting our best five finishes in the seven-race series, we only had to count our best four finishes out of the six races that we ended up with," Hamel explained.

With four first-place finishes already under his belt, Hamel was unbeatable in the six-race format and the new grand finale turned into a lame-duck circuit of the dusty California desert for pre-race hopeful Davis.

"I didn't have much chance of winning - it would've taken something like (Hamel) DNFing in both races, but it was over the minute the last round was canceled," said Davis, who admits he is getting a little tired of finishing second to his Kawasaki Team Green teammate.

"Second really isn't okay any more," said Davis. "Two seconds in a row (in the National Hare & Hound series) are enough for me."

Round six of the Nationals was hosted by AMA District 37's 100's M.C., which opted for a unusual start layout for its 27th annual hare and hound, which has been an AMA National for the last four years.

"We have two starting lines," explained referee Bill Perkins. "We are starting the experts, intermediates and novices on the more difficult loop first so they can do it while they are fresher and it's cool. The other riders are starting on the second loop, which is the easier of the two."

The expert banner dropped just after 9:30 a.m. and the first of the 450-strong field set off across the valley from the Bessemer Mine Road starting area.

The first few yards were a mass of confusion as the top racers fought for the sought-after lines that they hoped would get them ahead of the choking dust kicked up by the riders.

"I was going to my line, but (Ted Hunnicutt) beat me to it so I went to Hamel's line," said Davis, whose move forced Hamel off the trail and out into the bushes. "I thought I was wide-open but (Hamel) came by me a gear higher. Oops! Then he got in front of me again."

When the front-runners swept past the bomb, Hamel was out in front and Vet Expert Abe Baumann was in second.

"I usually get good starts. I'm only 155 pounds, so my KX500 really takes off," said Baumann. "It's almost like cheating but I make up for it when it gets tight and I have to try to lift the thing around."

Hunnicutt, Davis and Larry Roeseler were well positioned in the front-running group as they picked up the ribbon, just ahead of the blinding cloud of dust that made the rest of the field all but invisible.

But being near the front of the pack didn't guarantee a clean run, as James Summers found when he hit the first wash just a few miles into the 43-mile starting loop.

"I was first 250 in sixth overall, but I ran into a big rock pile four or five miles past the bomb and got a flat tire," said Summers, who fought the rear flat for as long as he could. "I was going pretty well for a while but the tube came out and locked up the rear end." Summers eventually cut the tire off, draped it across his chest bandoleer style and headed back to the pits riding on the bare rim.

Baumann's shot at top ten glory lasted about as long as Summers'.

"I hit a rock a few miles out and it tipped me over, so I slowed down to ride my own race after that," said Baumann. "I just paced myself and, once I was doing that, it was okay."

Further back in the pack, Greg Zitterkopf was turning in a no-holds-barred performance, despite a four-win record in this year's series that had already bagged the 250cc class title for the second year in a row.

"I got a good start for me - a really good start, probably 15th, but I went to pass Kurt Hintz in the first wash and he fell and landed on me," said Zitterkopf. "I got stuck and it cost me about a minute."

Zitterkopf was soon back in stride, working his way up through the ranks, and took Honda privateer Dan Richardson along with him.

"I had a decent start, but nothing really clicked today," said Richardson, who had third overall in the championship series sewn up, thanks to the Carson City cancellation. "I ended up back with (Zitterkopf) and I passed a lot of people with him."

Despite knowing that the battle for series points was over, Hamel was charging hard all the way and had built up a comfortable lead just 10 miles into the first loop. For second-placed Davis, the goal was to keep the leader in sight while, back in third, Hunnicutt admitted that he would be content if he could just keep the leaders' dust in sight.

"I was riding as hard as I could but (Hamel) and (Davis) were gone," said Hunnicutt. "Their dust was about all I was going to catch."

By the time they reached checkpoint three, some of the racers were starting to feel the effects of the "tough" loop.

"I thought the enduro was last weekend," one of them complained as he got his fender card checked.

But the word that most of the racers used to describe the tight, technical loop was "awesome."

"That first loop was incredible - lots of virgin trails, really rocky, technical. Really a lot of fun," said Hamel. "The loop kept you on your toes the whole time and it was really well marked - excellent. I think the club really used some imagination with the terrain. If a club is willing to do some extra work, they can put on a really good race."

Hamel continued the trouble-free ride that his competitors have come to expect from him while others started to fall by the wayside.

Todd Hoy was trying to overcome a front flat and recover from a three-kick start. Steve Hengeveld had a front flat of his own, and 250cc Vet class leader Mark Haugen was trying to see around a rock that got embedded in his goggles. Jason Kawell lost time when he had to stop to remove cactus from his crotch and Mark Lundgreen ground to a halt

when his KTM ran out of gas near the end of the loop.

The first loop had its ups and downs for Rex Staten, who needed a few extra points to secure the championship title in the Vet division.

"I got off a couple of times," said the KX500 racer. "The first time, I caught some rocks and went down about 10 miles out."

Staten's first crash left him with a number of small cracks in his helmet and ground off some impressive sections of his custom paint job, but the worst was still to come.

"I hit something wide-open in fifth gear coming into the pits. I thought I was going over the bars at first, but I came back down. But instead of landing on the bike, I landed beside it, down by the footpeg," said Staten. "It dragged me along at 90 miles an hour for 50 or 60 feet, then I let go and ate it."

The crash combination left Staten with a badly bruised arm that he couldn't straighten and a scraped back, but he managed to continue the race.

Just over an hour had passed when Hamel completed the first 43-mile loop and cruised down pit row, which was marked at 15 miles an hour. A fast pit had him back on his way in no time flat and Kawasaki's mechanical crew had two minutes to recover before Davis hit the pits in second.

Hunnicutt was a minute back in third, with another minute back to Roeseler in fourth. The Kawasaki crew finally got to take a rest as Zitterkopf pulled into the KTM pit in fifth. American Honda's Johnny Campbell led the four-stroke contenders through in sixth overall on his Honda XR600R, ahead of Dave Ondas (KX500), Jeff Capt (XR600R) and Dan Richardson (CR500). Abe Baumann was leading the Vets in 10th.

With Staten limping through the pits in 16th, Baumann's nearest competition was Drey Dircks, who was two places back in 12th, but Baumann didn't know it.

"I'm not very well-known in the desert," said Dircks, whose Vet class status was further disguised by the pie-plate number on the front of his XR600R. "I was a pro motocrosser and supercrosser for years. Desert is pretty new to me, but I just started riding for American Honda. I'm gong to be riding with Capt and Campbell in the Baja 1000."

With only 10 points separating the two top contenders in the Over 40 division, the race between Bill Maxim (KX500) and ATK-mounted Steve Pitts was as close as ever. Pitts lost the early lead when he stopped to remove a bush that got tangled in his shift lever, but only one position separated the racers as they made their way down pit row. The 125cc tussle was equally tight, with Quint Betts recovering from an early race crash to keep Meynard Harman at bay by just one position.

The race's unusual layout saved the fast trails for last and many of the front-runners were not impressed by the wide-open terrain of the 42-mile second loop.

In addition to fast trails, Hamel had to contend with dust kicked up by the beginners and quad racers who were still trying to complete their first loop, and he had to pass rider after rider as the loop drew to a close.

"When we're going so fast, it makes it a little more intense," said Hamel, who admitted that he's out of practice passing slower riders and that his skill in the dust is starting to slip after so long at the head of the pack. "It's scary for us passing the slower guys and it has to be really scary for them. The other riders made it tough because they had knocked down a lot of the arrows - some of the danger markings, too. I like it the old way where we get to see everything first."

Despite the handicap of dust and traffic, Hamel started to pull away from Davis as the loop wore on and the tenacious second-place racer finally lost sight of his year-long rival.

"The second loop was really stupid, I thought. It wasn't difficult at all - there was nothing to it except going across valleys and chop, and he (Hamel) kind of pulled away a little bit," said Davis. "I didn't have a big enough marbles set to go across there at those speeds. I've never almost crashed so many times in my life."

The top nine racers held their own throughout the high-speed miles, keeping an even distance most of the way as the loop circled east, headed towards Iron Ridge and then turned back towards the Soggy Dry Lake area.

Zitterkopf found it impossible to make up time on the Open class entries in the wide-open terrain and had to be content with fifth, but Richardson managed to dodge around Capt's XR600R to take over eighth.

Dircks had to opt for a slow-but-sure finish when his kick starter broke and was left dangling like a broken kickstand 30 miles from the finish. Maxim was struggling with blown front forks and Jason Kawell crashed after he T-boned a rock in a sand wash.

But Kawell's crash was nothing compared to the over-the-bars effort of Mike Korenwinder.

Even those who didn't crash had their share of problems as the rocky terrain took its toll on one tire after another.

Ondas, Hoy and Baumann had one flat apiece. Hengeveld followed his first-loop front flat with a rear flat in the second loop, and 250cc Expert Doug Duncan finished with no air front or rear, the rear tire rolling off the rim.

But Hamel continued to race trouble-free. He completed his lightning circuit of the second loop in just over 50 minutes and took his fifth checkered flag in the six-race series three and a half minutes ahead of the nearest competition.

"Because the last race was cancelled, it took a lot of pressure off me. I didn't even have to ride if I didn't want to, so this was really good," said Kawasaki Team Green/Dunlop/Braking/Thor/Endura/IMS/N-Style/Scotts/Alpinestar/Bieffe/Maxima/ProCircuit/Sprocket Spec./F&L/RK/Magnum/Back Canteen/MAX/DCC-backed Hamel. "The other thing that made today great was my bike. The bike was awesome. I was able to pull a gear higher than everybody else at the bomb. It worked so good."

The new four-time National Hare & Hound champion was characteristically low-key about his win.

"It means a lot - it really is pretty special," he said. "It would really be something to win it again next year and tie Dan Smith's (five in a row) record."

Davis, who raced in second almost all the way around the 85-mile course, would've been happier if the race had stopped at the end of the first loop.

"The first loop used a lot of virgin trail - it was fun. But the second loop wasn't nearly as much fun. They should've just let the beginners go around it," said Kawasaki Team Green/Braking/Motocross Fox/Endura/FMF/Shoei/Smith/Scotts/MXA/LR Racing/Maxima-sponsored Davis.

(Above) Ted Hunnicutt returned to action and finished third overall.
(Left) For the second year in a row, KTM's Greg Zitterkopf won the 250cc class title.

The second-place finish, Davis' fourth in the six-race series, coupled with his win in round four, put him second overall in the National series for the second year in a row.

Six minutes elapsed before third place could be heard off in the distance and, when the KX500 crossed the line, it was Roeseler, not Hunnicutt, who took the number-three trophy.

"I did a sneak pass on him about five miles back," said Roeseler, laughing as he looked over at Hunnicutt, who finished just inches off his teammate's rear wheel. "I caught him, slowed down a bit, then got a run on him."

"It was a pretty bitchin' race," said Roeseler. "The first loop was awesome - they really did a good job, and they even over-dangered some stuff in the markings. The only problem was the dust - it was brutal."

Greg Zitterkopf completed the course in fifth overall to take his fifth 250cc win in this year's series.

Johnny Campbell turned a mediocre start into sixth overall and first in the four-stroke division, ahead of Kawasaki-backed Dave Ondas, and Dan Richardson edged Jeff Capt out of eighth.

Jeff Capt's ninth overall clinched the series win in the four-stroke division.

Open Expert Todd Hoy was the next racer to cross the line, pleased with a top 10 finish in his first race back after a broken arm. Steve Hengeveld and Jon Parks took 11th and 12th, respectively, in the 250cc Expert class, and Drey Dircks took the Vet Class honors in 13th overall, just ahead of Rex Staten, who dashed off in search of a bandage the minute he had clinched the Vet Class championship.

Edging Steve Pitts in Over 40 class was Bill Maxim, who finished 29th. Maxim finished two spots ahead of race- and series-long rival Pitts, and edged Pitts in the title race by just five points.

Pitts was hard of hearing after splitting his pipe 10 miles into the first loop.

"Boy, are my ears are ringing. My powerband was all or nothing and it was coming on in lots of bad places," said Pitts, who finished just ahead of third-placed Yamaha rider Gary Garland.

The first Amateur racer to cross the line was KX250-mounted John Kawell, who survived a couple of falls and the bike landing on him to take his eighth consecutive class win. Terry McDonald piloted his Honda to victory in a very competitive Over 50 class, and Quint Betts prevailed in the 125cc Expert division. CN

AMA National Hare & Hound
Lucerne Valley, California
Results: October 23, 1994 (Round 6 of 6)

O/A: 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Larry Roeseler (Kaw); 4. Ted Hunnicutt (Kaw); 5. Greg Zitterkopf (KTM); 6. Johnny Campbell (Hon); 7. Dave Ondas (Kaw); 8. Dan Richardson (Hon); 9. Jeff Capt (Hon); 10. Todd Hoy (KTM); 11. Steve Hengeveld (Kaw); 12. Jon Parks (Hon); 13. Drey Dircks (Hon); 14. Rex Staten (Kaw); 15. Abe Baumann (Kaw); 16. Oakley Lehman (Hon).

OPEN EX: 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Larry Roeseler (Kaw).

250 EX: 1. Greg Zitterkopf (KTM); 2. Steve Hengeveld (Kaw); 3. Jon Parks (Hon).

125 EX: 1. Quint Betts (Kaw); 2. Ken Harman (Kaw).

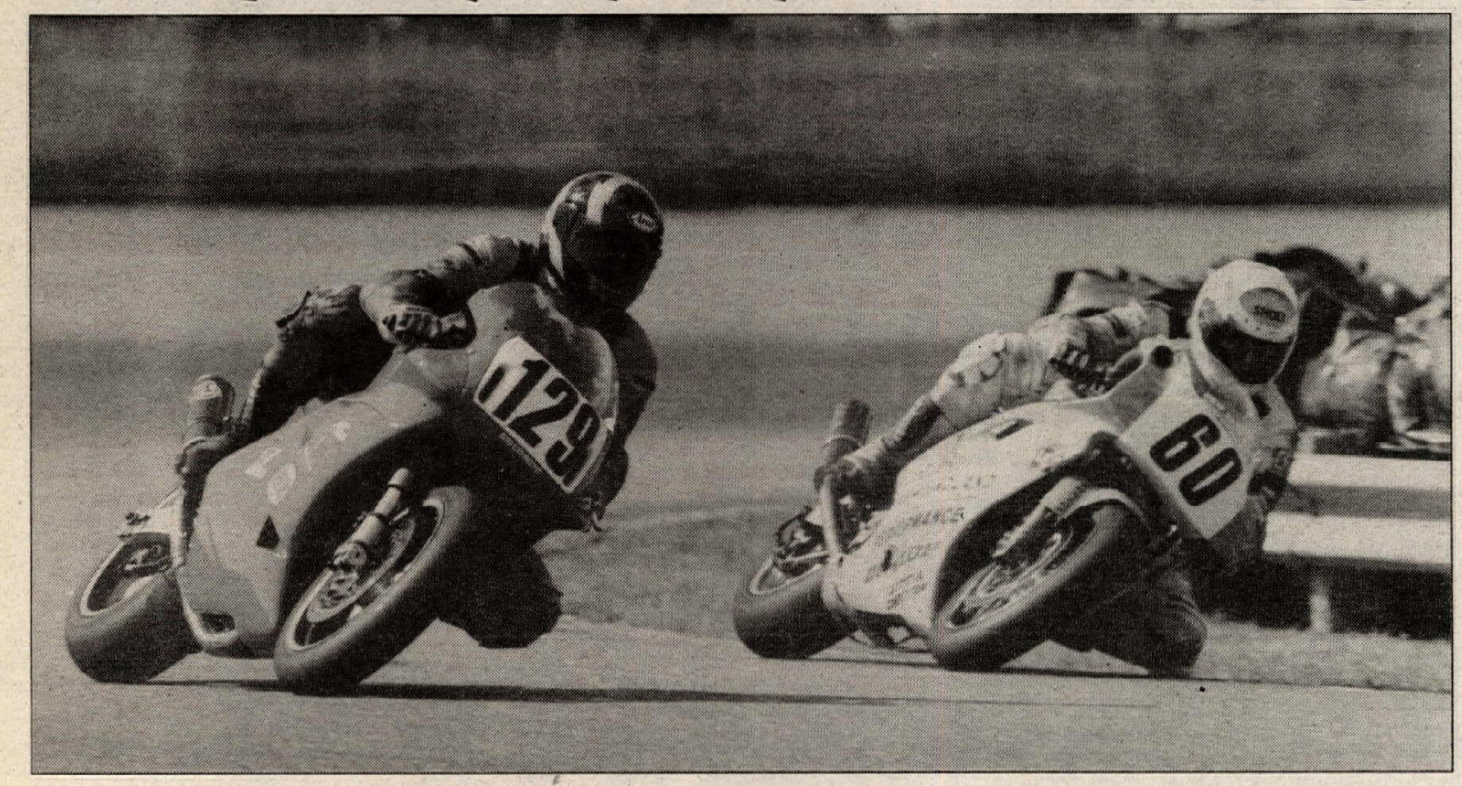
4 STK: 1. Johnny Campbell (Hon); 2. Jeff Capt (Hon).

O-30 EX: 1. Drey Dircks (Hon); 2. Rex Staten (Kaw); 3. Abe Baumann (Kaw).

O-40 EX: 1. Bill Maxim (Kaw); 2. Steve Pitts (ATK); 3. Gary Garland (Yam).

O-50 EX: 1. Terry McDonald (Hon).

DYNAMIC DUOS



Pablo Real (129) passes Marc Smith (60) en route to winning Heavyweight Superbike Expert; Real also won the Unlimited Grand Prix class.

By Colin Fraser
Photos by John Flory and Daytona International Speedway

DAYTONA BEACH, FL, OCT 21-23

The 11th annual running of the AMA Championship Cup Series winner-take-all affair on Daytona International Speedway's famous high-banked, 3.56-mile road course offered virtually perfect conditions: sunny skies, close racing and a selection of winners. While no one rider dominated in the style of record holder Todd Harrington (six wins in 1993) or Colin Edwards II, bad luck encountered by several two-race victors helped to spread the wins around.

Although the exact number of entries couldn't be confirmed, registration staff indicated that the total was well in excess of 1600, or "enough to make the entry system on the computer crash." A packed paddock confirmed the turnout, while a change in Sunday's program away from endurance racing seemed to help spectator attendance. Unlike previous years, weather didn't play havoc with the schedule.

Two of the most impressive double winners of the weekend were Experts Todd Harrington and Pablo Real. The star of the show last year with some fast (1:55) lap times, Real nabbed two successes with his recently rebuilt Ducati 888. For Harrington, the event marked a successful start to his superbike career with a clear Solo GTO win aboard an ex-Steve Crevier Muzzy Kawasaki, while his Honda CBR600F2 Challenge runaway win was icing on the cake. However, both riders retired from contention in other events.

Harrington's American Flyer's teammate Mike Murphy ran off track while up front in Honda's 600 Challenge (see separate story), but he had already pocketed wins in Solo GTU and Middleweight Superbike. Fabweld-Yamaha TZ250 rider Greg Esser missed Sunday's GTO round due to an ignition fault, but still earned a pair of victories (Expert Lightweight and Middleweight Grand Prix) while dueling with arch-rival John France's Honda RS250 as well as Murphy's CBR600F2.

Although he missed all of Sunday's races due to an appointment at the hospital to have his broken femur fixed, Shane Turpin blasted to two impressive successes on Saturday in Expert Heavyweight Supersport on his Kawasaki 750, and Unlimited Supersport aboard the CBR900RR he planned to run in the bigger Honda Challenge. But Turpin struck the dirt bank at the chicane with a Yamaha 1000 during Saturday's oft-interrupted Expert Unlimited GP final, ending his impressive 1994 season prematurely.

With a strong selection of bikes at his disposal, Amateur Charles Brank seemed to have a shot at a once-in-a-lifetime, career-building string of victories. The 28-year-old's efforts started well with victory aboard a Honda in the Solo GTU 50-miler followed by a second on a Suzuki behind Brandon Welton's unique Honda in Solo GTO.

South Carolina-based Brank's Saturday program for the Fast Boyz Toyz Team began on the Honda 600, with him earning second in Amateur Middleweight SuperSport behind Martin Eden's similar CBR. Still looking for win number two, Brank bailed out of the battle for the lead in Heavyweight Supersport, barrel-rolling behind his low-siding Suzuki. His leathers wrecked and his helmet thrown, Brank kicked the GSXR in frustration before noticing the severe road rash on his right hand.

But a battered Brank bounced back in Heavyweight Superbike, putting his Yoshimura-Suzuki into an early lead, and staying there to become the only Amateur repeat victor. Then Brank ended his Amateur career with his third second-place finish of the program, loosing by just .01-of-a-second to Mark Whitehurst in a Honda shootout in Middleweight Superbike.

The 27-race program, including 19 Expert and 14 Amateur class finals held over three days, opened at 2:30 p.m. on Friday with the combined Amateur and Expert Lightweight SuperTwins race. Reigning Champ Kiyo Watanabe jumped out front from the first row on his heavily modified 750cc Honda Hawk, but soon veteran John Long was challenging for the lead.

Starting from the outside of the fifth row with his well-used '87 Ducati 750cc TT-F2, 43-year-old Long received a stop-and-go penalty for starting on the wrong spot, then overshot the "penalty box." But an accident produced a red flag, and officials decided simply to move Long back on the restart grid.

When the race relaunched, Watanabe regained the lead, but Long was soon on his tail. On the last lap Long passed Watanabe heading onto the banking and Watanabe tried for the repass, coming up about half a wheel short. Following the finish, Watanabe protested the displacement of Long's air-cooled Ducati, and inspection revealed no surprises. Alan Robbins earned the Amateur win with his Chafong Honda.

Amateur Brian Conley was in a race of his own during Expert Lightweight Supersport, taking his Valley Racing Yamaha to a big (roughly four seconds) win over the similar FZRs of Paul Scarpa, Todd Keesee, Francis Reed and Shawn McCormich. But both Keesee and Scarpa refused to allow their machines to be inspected, moving Reed and McCormick into the top three. Adam Popp led all the way to win the Amateur division aboard the Hi-Per Sports Yamaha.

Robert Ault led early in Expert Sportsman, but Kawasaki EX500-mounted Patrick Ryder eventually demoted the Honda 500 Interceptor rider to second, with Ryder winning even though Ault tried a brave outside move through turn one at the start of the last lap. One of the most interesting bikes in the paddock, Loudon champ Larry Hanlon's Yamaha TZ chassis fitted with a Honda CR500 engine, netted third, troubled by overheating. Amateur Derek King lead from the start to win that class with a Yamaha RZ350.

A pair of Amateur 50-mile mini endurance races saw with Brank moving into the spotlight with the GTU win. Grabbing the early lead, Brank faced an all-out assault from fellow Honda CBR600F2 pilot James Bronson, who led much of the last lap only to lose out in the draft. At one point Branson straight-lined the chicane and just missed clobbering Bronson, letting Martin Eden into a brief lead.

"This is really frustrating," complained Bronson in pit lane. "He gets all the glory and I get nothing for riding so hard. He's got a bunch of bikes and they're all first class; I've got one beat up bike and it's stock. I know that if he was on the same equipment that I was, I'd win."

Back on track for Solo GTO, Brank switched to a Suzuki and quickly grabbed first from Timmothy Hammitt, this pair dicing until Brandon Welton moved up from the outside of row six to join the party. Piloting a one-off Honda, Welton pushed until Brank dropped back with a mistake on lap 10 of 14. Welton was eight seconds ahead of Brank and Hammitt when a red flag ended the program on lap 12.

"We put a 900 engine in our 600 frame," elaborated 21-year-old winner Welton, from Colorado. "It was just a wild idea, but I love it, it's a great bike. I normally ride an F2 and this is a lot like that."

Saturday's busy schedule started at noon with Amateur Middleweight Grand Prix as Bronson earned a well-deserved win over Leslie Horne's Honda while Brank finished down in 15th due to engine problems. Bronson thanked experts Brian Gibb and Jamie Bowman for their advice regarding the track.

Expert Heavyweight SuperTwins looked like a Real runaway, with the Miami-based superbike rider 18 seconds ahead of Jeff Reeves' Glafer Ducati 955 after just three laps. But Real suffered a minor electrical problem, and Reeves held off the best efforts of underpowered Ducati 916 pilot Douglas Gross to take a narrow (.464 sec.) triumph. Ducati 888-mounted Stanton Simmerson styled flag to flag for the Amateur win.

Martin Eden and Sean Goff fought for first for much of Amateur Middleweight Supersport, but a loose fairing dropped Goff to fifth. Town & Country Honda rider Eden won by a safe 2.5-second margin over Brank.

Yamaha-mounted Glenn Szarek and reigning Champ David Estok (Honda) pulled out a small lead early in Expert Middleweight Supersport, but by lap three Kawasaki-mounted Jim Leslie, Harrington and Jamie Bowman - both on Hondas - had joined the party. Leslie and Harrington got clear of the others to settle the fight for the lead on the final lap, with a confident Leslie passing on the way to the Chicane then running low on the Tri-Oval to hold off Harrington.

"I was measurin' up Todd to see where he was gonna lead," explained Leslie, who was officially .015-of-a-second clear of his rival for the win. "We were looking at each other, trying to figure out if we were racing or just playing cat and mouse. I think the ram air on my Kawasaki gives me a little top-end advantage, and I used that at the finish."

Peter Hupperich put his Yamaha 750 into first at the start of Amateur Heavyweight SuperSport, with Brank crashing out of the lead group heading toward International Horseshoe on lap two. When the field sorted itself out, Shane Prieto pulled out a small lead over Hupperich to score the win.

AMA 250 GP veterans Esser and France were in a class of their own in the

Lightweight GP round, with only third-place finisher William Quinn even able to stay near. Struggling with old parts after blowing up all his new stuff in two practice seizures, France was blitzing through the infield while Esser had a slight edge on the banking. Second out of the chicane, Esser took the win with a low pass that offered a scant .02-of-a-second margin of victory.

"He was playin' me in the infield, but I had a little bit of power on him," confirmed victor Esser. "He spanked me pretty good last weekend at Moroso. I've been coming here for 10 years and this is the first time I've won." Action-Yamaha TZ250-mounted Michael Deblanco led from start to finish in the Amateur wave.

Little-known Turpin made a big impression in Expert Unlimited Super-Sport, getting into a fight for first with Marc Smith's New England Performance Kawasaki 750 after pulling away from Gene Church and Eric Wood. Turpin drafted by Smith to win at the line, Wood running straight at the Chicane to hand Church third place.

Brank's long-awaited second win arrived in Amateur Heavyweight Superbike, his fast Suzuki too much for the big field to handle. While pulling away from the field, a rough-looking (and no doubt stiff) Brank turned several laps in the 2:02 range. Following some very close racing, Gregory Leffler got second by weaving onto the tri oval, with Hammitt forced to settle for third.

"I just had a run of bad luck in a few other races today," reflected Brank post-win. "Someone was watching over me in this one. I can't say enough about all the help I've had, and I want to say thanks to Don at Yosh for putting this motor together for me."

Setting a blazing pace from the green, Full Spectrum Racing Yamaha rider Ron Perry was over five seconds clear of the field after one lap of Expert Lightweight Superbike, expecting a challenge from Champion Todd Henning's Yamaha RD350LC. But Henning had minor motor problems, and Yamaha FZR400 pilot Perry won by a dominant 12 seconds from Jim Brewer and Henning. Following in Perry's footsteps, Dustin Sperber ran away with the Amateur Lightweight portion, working his way up to eighth overall among the Experts.

Mark Whitehurst and Brank had a good fight for Amateur Middleweight Superbike honors, this pair of Honda pilots drafting clear of the pack. Brank took first going into the chicane on the last lap and tried to get away, but Whitehurst passed high on the banking, then tucked down low. Although he followed and tried to draft and repass, Brank came up one one-hundredth of a second short at the checkered.

"I really didn't think I was gonna win that one," admitted Fast Lane Cycles-backed Whitehurst, who almost got blown off his Honda celebrating the win. "Brank was all over me and I thought for sure he was gonna pull out some horsepower on me on the banking. I was on my slower bike, I blew up my superbike, but I learned in the 400 race that I could brake a little later going into turn one."

Murphy rocketed into the lead part way through lap one in Expert Middleweight Superbike, hooking up with William Luke in an all-Honda fight at the front. Then Murphy gradually pulled away to victory, Luke a safe second while Damian Weber edged Szarek at the line for third in a good scrap.

"This thing has a killer motor," confirmed Murphy of his battered, borrowed machine. "It's fast as hell, and it's nice of Tommy Girard to loan it to me. I tried for a nice constant pace, I didn't want to throw it away because I have a few races left."

After sitting out an earlier 600 race with minor carb problems, Gerald Rothman made his first start in Expert Heavyweight Supersport, determined to keep the number-one plate he's had for the last two years. Setting a strong pace from the start, Rothman built a three-second lead by lap four, turning laps in the 2:01 area. Then Kawasaki-mounted Turpin got inspired and started to charge, forcing the pace.

With a lap left to go Rothman was still a second clear, but Turpin gave it his all, catching the draft and passing the leader on the way to the chicane. Scoring his second win of the day by almost half a second, Turpin parked his ZX-7 and rushed to grid for the final Saturday event aboard his Yamaha OW01/FZR1000.

The Expert Unlimited GP round should have been a strong finish to a smooth day's racing, but instead it required four restarts, injured several riders and dragged the schedule to dusk. Overheating on the line due to a long delay for the first start got temperatures and tempers up, and Real had barely taken the lead from Smith before a multi-bike incident in turn one stopped the race as the leaders started lap two.

A big mess in the chicane stopped action a second time, with Real openly questioning how much more abuse his clutch could stand. But Turpin was in worse trouble, clobbering the dirt bank on the rider's left trying to avoid a fallen bike. Once Turpin was taken to hospital, a start-line/turn-one multi-bike pileup produced more red flags, then at the next launch Rick Shaw stopped the clock when he was forced to pull his rare Bimota-Yamaha 1000 off the track due to an oil leak.

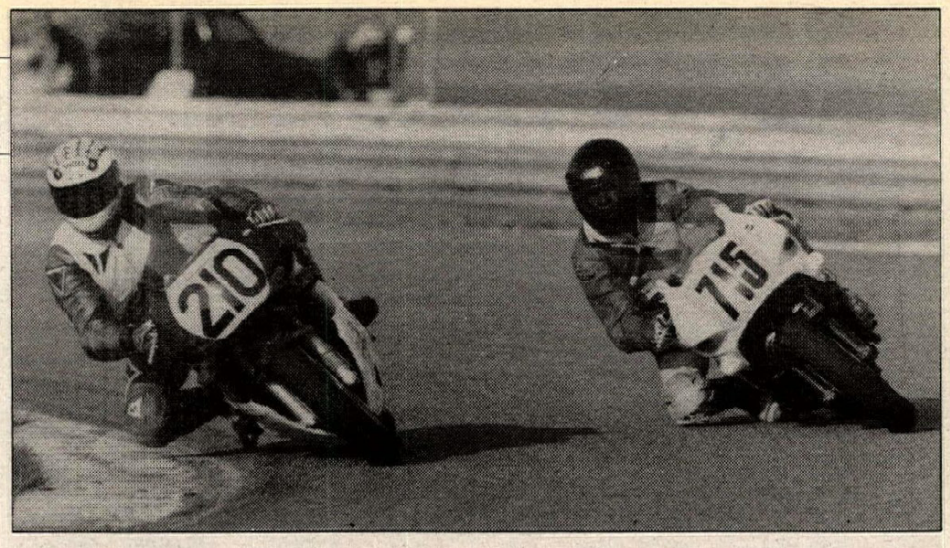
Once the track was checked and confirmed clean, the field launched without a warm-up lap with Real running away from Smith. Although the field was depleted, there was some exciting action coming from the second wave, the Kawasaki superbike foursome of '89 200 winner John Ashmead, Eric Moe, Harrington and top Canadian rookie Pro Jeff Sneyd moving through the pack.

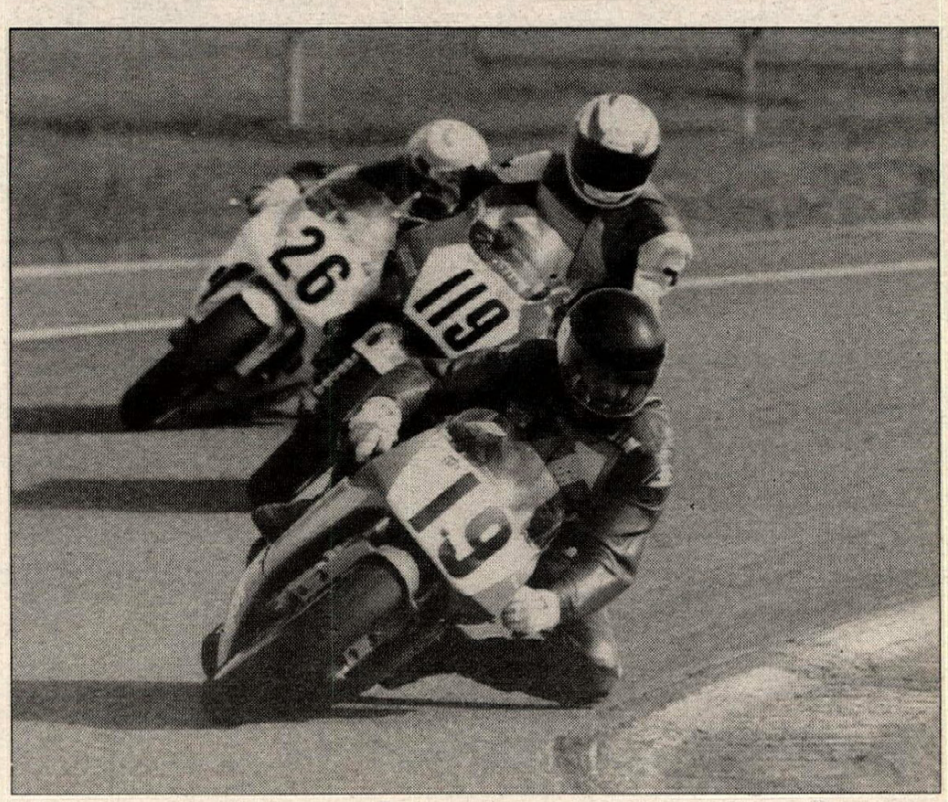
Even though conditions were far from ideal and he was running a well-used rear tire, Real turned some impressive times on his way to victory, including laps in the 1:57.6 range. Smith was 13 seconds behind for second at the end of a long day - Ashmead, Moe, Harrington and Sneyd close behind and closing quickly.

"This is my first time with the Ducati since Laguna," explained winner Real, referring to the AMA National held in April. "I crashed there, I got hurt and I wrecked the bike. It's basically new except for the gearbox, so it was expensive and it took a long time to fix."

Expert Solo GTU began Sunday's program of events, and Mike Murphy was awake bright and early, building a big lead to take his second win. Murphy was motivated by a strong 250cc GP entry, but France didn't get up to second from the second wave until lap six. By then Murphy had a nine-second lead, although France did his best in heavy traffic to whittle that down to six seconds at the checkered.

A red flag delayed Expert Solo GTO, and when the race got underway Mark Schellinger took control aboard Gold Hill Racing's venerable Yamaha 1000. Once again the threat from wave two was major; with Harrington, Ashmead, Moe and Sneyd on the move big-time. By lap five Harrington was in third behind leader Schellinger and hard-riding Suzuki-mounted Charles Small, while Moe was forced to retire with expensive-sounding engine noises.





(Top) Todd Brank (210) dives under James Bronson (715) in the GTU Amateur class. (Above) Jim France (19), Mike Murphy (119) and Greg Esser (26) battle in the Lightweight GP class; Esser won.

On lap seven Harrington started to drop his lap times and took over the lead, putting Schellinger (hindered by a loose fairing) into second. Running some ultra-fast laps including an unofficial 1:57.6, Harrington styled away to the win. Sneyd made it from dead-last on row 20 to second at the finish, 21 seconds behind Harrington in a stunning display of ex-Crevier machinery.

"I didn't know I won," exclaimed a stunned Harrington when he finally got the news in the garage area. "On the third lap, I blew through the chicane, so I really didn't know where I was. I've been having traction trouble. It's only my second event with the bike, and this morning I raised the front end up, put on a softer rear Dunlop and tried to be a little smoother on the throttle. It works good, it must be the fastest thing out there, and the changes helped. I got by Moe and Ashmead really easily, and yesterday I couldn't hang with them."

The big bikes were back out for Expert Heavyweight Superbike during Sunday afternoon's feature presentations, with Smith grabbing a characteristic lead as all the regular suspects charged from back in the pack. Real chased down Smith and took over point duties on lap five of 10, Smith keeping second 13 seconds clear of a fight for third between Steve DeCamp and Sneyd, soon to be joined by Ashmead.

On lap seven Smith ran off track in turn one, rejoining in fifth while Real continued to pull away out front. Ashmead worked his way through the field and eventually engaged Sneyd in a dispute for second. Stiff from two crashes over the weekend, Sneyd was struggling with the fact that the '93 Canadian title-winning ZX-7R had no fourth gear but two fifths.

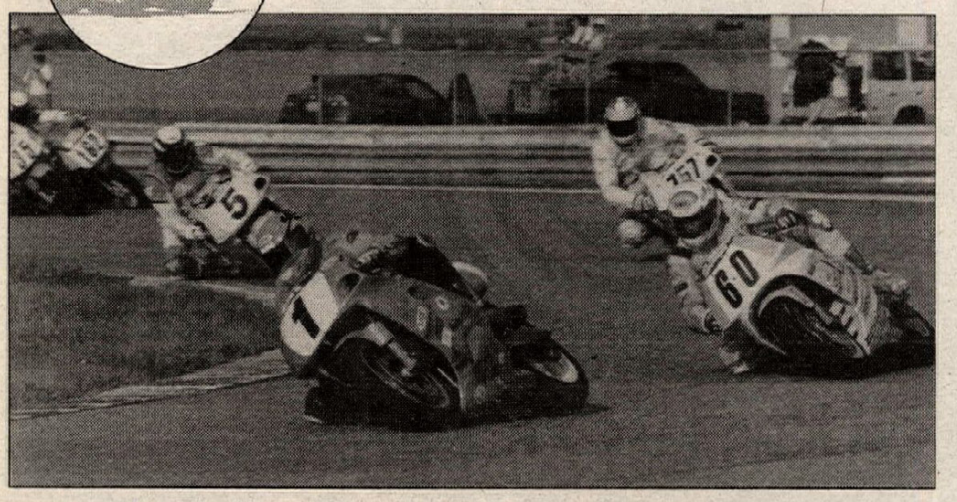
Ashmead eventually passed Sneyd in turn three of the Superspeedway on the final lap, the final results reading Real, Ashmead, Sneyd, Smith and DeCamp. Harrington should have been among the front-runners, but his Kawasaki was hindered by clutch trouble, eventually causing Harrington to pull off near the end of the race.

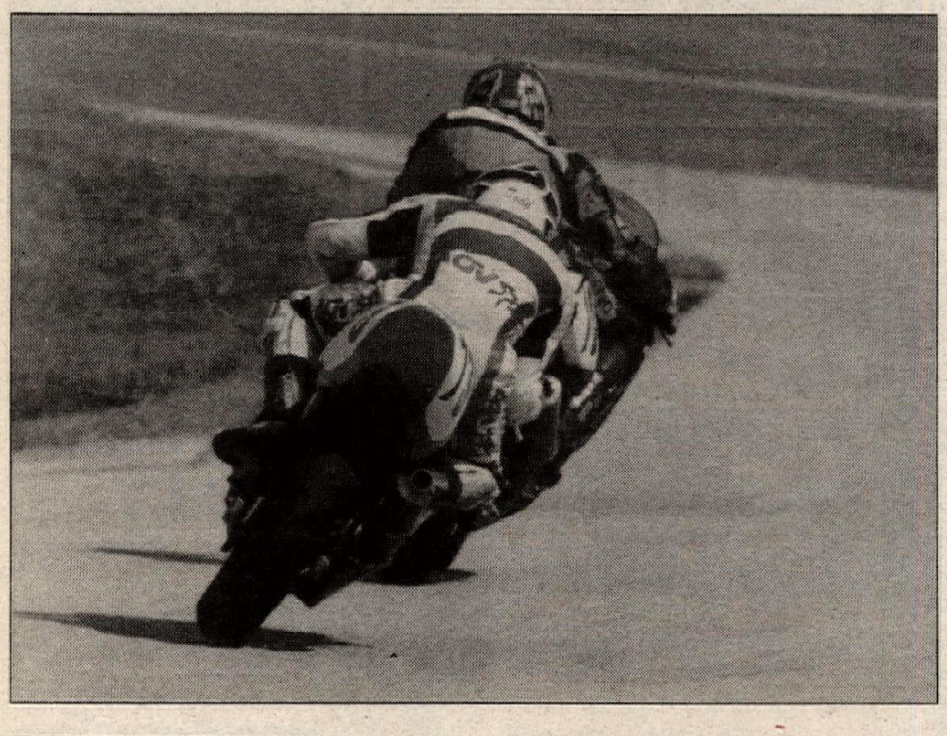
"I'm glad we now know the bike is working fine," stated Real. "Now I have a better perspective for next year, and I have all winter to get ready for the next race. I hope to win some international events in 1995."

The final race of the 1994 AMA-CCS series was Expert Middleweight Grand Prix, with Mike Murphy thoughtfully joining in on the regular Esser versus France experience. Once again, France pushed hard through the infield, Esser seemed to have an edge on acceleration while Murphy's 600cc four-stroke four produced impressive top speed.

It looked like anyone's race, and on the last lap the GP bikes declared their intentions, Murphy trying to protect his leader status with a tight entrance to the International horseshoe, only to have both France and Esser squeezed underneath. Esser gambled on getting to the chicane first with France and the canny Murphy in tow, and it paid off, Esser winning by half a second from Murphy and France.

"This was a hard race, but it was a great, totally clean race," enthused double winner Esser. "Any one of the three of us could have won it. I want to thank Roger (Edmondson, CCS founder) for putting on such a great event." CN





(Left) Gerald Rothman (1) and Marc Smith (60) lead eventual winner Shane Turpin (5) in the Heavyweight Supersport class. (Below left) Todd Harrington sets up to pass Jim Leslie on the last lap of the Middleweight Expert race.

Daytona International Speedway
Daytona Beach, Florida
Results: March 21-23

EX H/W SUPERBIKE: 1. Pablo Real (Duc); 2. John Ashmead (Kaw); 3. Jeff S. Sneyd (Kaw); 4. Marc Smith (Kaw); 5. Steve Decamp (Kaw); 6. Damian Weber (Kaw); 7. Jonathan E. Bolton (Suz); 8. Charles Small Jr. (Suz); 9. Mike Karm (Kaw); 10. Michael Ruehle (Kaw).
Time: 13 min., 49.090 sec.
Distance: 7 laps, 25 miles.
Average Speed: 108.205 mph.
Margin of Victory: 15.215 sec.

EX M/W GRAND PRIX: 1. Greg Esser (Yam); 2. Mike Murphy (Hon); 3. John France (Hon); 4. William J. Quinn (Yam); 5. Peter Illich (Hon); 6. Perry Melnecuic (Hon); 7. Damon Carr (Hon); 8. William M. Luke (Hon); 9. Richard Alexander Jr. (Kaw); 10. Mark Iannuzzelli (Hon).
Time: 14 min., 24.556 sec.
Distance: 7 laps, 25 miles.
Average Speed: 103.767 mph.
Margin of Victory: 0.532.

EX SOLO GTO: 1. Todd Harrington (Kaw); 2. Jeff Sneyd (Kaw); 3. Mark Schellinger (Yam); 4. Charles Small Jr. (Suz); 5. Paul A. Schwemmer (Hon); 6. Paul E. Sloane (Hon); 7. Frank Kinsey (Yam); 8. Mike Karm (Kaw); 9. James Eberhart (Hon); 10. Jonathan E. Bolton (Suz).
Time: 27 min., 59.842 sec.
Distance: 14 laps, 50 miles.
Average Speed: 106.810 mph.
Margin of Victory: 21.667 mph.

EX SOLO GTU: 1. Mike Murphy (Hon); 2. John France (Hon); 3. William M. Luke (Hon); 4. Damian Weber (Yam); 5. James Milroy Jr. (Kaw); 6. Jim Lester (Hon); 7. Glenn A. Szarek (Hon); 8. Perry Melneciuc (Hon); 9. John Blessed (Hon); 10. Robert Zerbisias (Yam).
Time: 28 min., 51.200 sec.
Distance: 14 laps, 50 miles.
Average Speed: 103.641 mph.
Margin of Victory: 6.024 sec.

EX U/LTD GRAND PRIX: 1. Pablo Real (Duc); 2. Marc Smith (Kaw); 3. John Ashmead (Kaw); 4. Eric Moe (Kaw); 5. Todd Harrington (Kaw); 6. Jeff S. Sneyd (Kaw); 7. Charles Small Jr. (Suz); 8. Steve Decamp (Kaw); 9. Mike Murphy (Hon); 10. Kevin D. Hunt (Hon).
Time: 13 min., 47.986 sec.
Distance: 7 laps, 25 miles.
Average Speed: 108.350 mph.
Margin of Victory: 13.647 sec.

EX H/W SUPERSPORT: 1. Shane Turpin (Kaw); 2. Gerald Rothman Jr. (Kaw); 3. Eric Wood (Kaw); 4. David McGrath (Yam); 5. Michael Fitzpatrick (Yam); 6. Mike Karm (Kaw); 7. Charles Small Jr. (Suz); 8. David Olin (Suz); 9. William M. Luke (Hon); 10. Michael Ruehle (Kaw).
Time: 14 min., 9.694 sec.
Distance: 7 laps, 25 miles.
Average Speed: 105.582 mph.
Margin of Victory: 0.415 sec.

EX M/W SUPERBIKE: 1. Mike Murphy (Hon); William Luke (Hon); 3. Damian Weber (Yam); 4. Glenn A. Szarek (Hon); 5. Stu Morrison (Hon); 6. Jim Lester (Hon); 7. Damon Carr (Hon); 8. Richard Alexander Jr. (Kaw); 9. Peter Illich (Hon); 10. Larry Goldstein (Hon).
Time: 14 min., 25.609 sec.
Distance: 7 laps, 25 miles.
Average Speed: 103.640 mph.
Margin of Victory: 2.901 sec.

AM M/W SUPERBIKE: 1. Mark A. Whitehurst (Hon); 2. Charles T. Brank (Hon); 3. Sean Goff (Hon); 4. Peter Hupperich (Hon); 5. Martin Eden (Hon); 6. Kris K. Clubb (Hon); 7. Greg Myer (Hon); 8. James M. Bronson (Hon); 9. Douglas Giles (Hon); 10. Timothy Hammitt (Suz).
Time: 14 min., 42.013 sec.
Distance: 7 laps, 25 miles.
Average Speed: 101.713 mph.
Margin of Victory: 0.010 sec.

EX L/W SUPERBIKE: 1. Ron Perry (Yam); 2. Jim Brewer (Yam); 3. Todd Henning (Yam); 4. Paul Netterstrom (Yam); 5. Brian Conley (Yam); 6. Ian Lineberger (Yam); 7. Paul Scarpa (Yam); 8. Chris Foskett (Yam); 9. Sam Wagenseller (Hon); 10. David Bettridge (Yam).
Time: 15 min., 12.298 sec.
Distance: 7 laps, 25 miles.
Average Speed: 98.336 mph.
Margin of Victory: 12.210 sec.

AM L/W SUPERBIKE: 1. Dustin Sperber (Yam); 2. Adam Popp (Yam); 3. Mark A. Whitehurst (Yam); 4. Derek King (Yam); 5. Chris Casey (Hon); 6. Jeffrey C. Crouch (Hon); 7. Michael R. Polston (Yam); 8. Harry Richard Barlow (Yam); 9. Martha P. Orourke (Yam); 10. Jeff Logbottom (Yam).

AM H/W SUPERBIKE: 1. Charles Todd Brank (Suz); 2. Gregory Leffler (Kaw); 3. Timothy Hammitt (Suz); 4. Leslie P. Horne (Hon); 5. Shane Prieto (Kaw); 6. Martin Eden (Hon); 7. Franco "Funky" Stefani (Kaw); 8. Brad Kenton Simmerson (Kaw); 9. Greg Myer (Hon); 10. Steven William Burnett (Kaw).
Time: 14 min., 25.635 sec.
Distance: 7 laps, 25 miles.
Average Speed: 103.637 mph.
Margin of Victory: 11.238 sec.

EX U/LTD SUPERSPORT: 1. Shane Turpin (Hon); 2. Marc Smith (Yam); 3. Gene Church (Hon); 4. Eric Wood (Kaw); 5. Paul D. Youngman III (Hon); 6. Michael Fitzpatrick (Hon); 7. Kevin D. Hunt (Hon); 8. Andrew J. Deatherage (Hon); 9. Seth Hann (Suz); 10. Jason Brookshaw (Hon).
Time: 14 min., 8.085 sec
Distance: 7 laps, 25 miles.
Average Speed: 105.782 mph.
Margin of Victory: 0.332 sec.

EX L/W GRAND PRIX: 1. Greg Esser (Yam); 2. John France (Hon); 3. William Quinn (Yam); 4. Robert Zerbisias (Yam); 5. John Long (Yam); 6. Perry Melneciuc (Hon); 7. Steven A. Clark (Yam); 8. Larry Cohee (Yam); 9. Brian Surtees (Yam); 10. David Joseph De Ronne (Yam).
Time: 14 min., 22.801 sec.
Distance: 7 laps, 25 miles.
Average Speed: 103.978 mph.
Margin of Victory: 0.020 sec.

AM L/W GRAND PRIX: 1. Michael Deblanco (Yam); 2. Brian Mclaughlin (Yam); 3. Brady Jay Welton (Yam); 4. Dustin Sperber (Yam); 5. Scott Wohlfeil (Yam); 6. Mark Whitehurst (Yam); 7. James Hanlon (Yam); 8. Martha P. Orourke (Yam); 9. Michael Polston (Yam); 10. Jeff Longbottom (Yam).

EX U.S. TWIN SPORTS: 1. Matt Wait; 2. Scott Zampach; 3. Shawn Higbee; 4. Chuck Blackmon; 5. Gary R. Stas; 6. Randy Texter; 7. James Randolph; 8. Eric Bostrom; 9. Ron McGill; 10. Steve Blackburn.
Time: 15 min., 42.538 sec.
Distance: 7 laps, 25 miles.
Average Speed: 95.181 mph.
Margin of Victory: 0.009 sec.

AM U.S. TWIN SPORTS: 1. Darvin P. Loyd; 2. Michael Friberg; 3. Jeff Harding; 4. Brian Bodine; 5. Shawn Blackburn; 6. Russell Barron; 7. Darren Conrad; 8. Randy Kersting; 9. Ken Serakas.

AM H/W SUPERPORT: 1. Shane Prieto (Kaw); 2. Peter Hupperich (Yam); 3. Brad Kenton (Kaw); 4. Marco Martinez (Suz); 5. Jim Pihokken (Suz); 6. Franco "Funky" Stefani (Kaw); 7. Thane Burnight (Yam); 8. Edward Schloemann (Kaw); 9. Brandon Welton (Hon); 10. Greg Meyer (Hon).
Time: 14 min., 45.903 sec.
Distance: 7 laps, 25 miles.
Average Speed: 101.266 mph.
Margin of Victory: 1.768 sec.

EX M/W SUPERSPORT: 1. Jim Leslie (Kaw); 2. Todd Harrington (Hon); 3. Jamie Bowman (Hon); 4. Glenn A. Szarek (Yam); 5. David Estok (Hon); 6. Brian Gibbs (Hon); 7. Jason Brookshaw (Hon); 8. Mike Murphy (Hon); 9. William Luke (Hon); 10. Jim Lester (Hon).
Time: 14 min., 25.673 sec.
Distance: 7 laps, 25 miles.
Average Speed: 103. 633 mph.
Margin of Victory: 0.015 sec.

AM M/W SUPERSPORT: 1. Martin Eden (Hon); 2. Charles T. Brank (Hon); 3. Peter Hupperich (Hon); 4. James Bronson (Hon); 5. Sean Goff (Hon); 6. Kris K. Clubb (Hon); 7. Leslie P. Horne (Hon); 8. Quenni King (Hon); 9. Thane Burnight (Yam); 10. Doug Giles (Hon).
Time: 14 min., 53.597 sec.
Distance: 7 laps, 25 miles.
Average Speed: 100.394 mph.
Margin of Victory: 2.515 sec.

EX H/W SUPERTWINS: 1. Jeff Reeves (Duc); 2. Douglas Gross (Duc); 3. Edward Borowy (Duc); 4. Jerry Wood (Duc); 5. Donald Unger (Duc); 6. Kiyo Watanabe (Hon); 7. Al Charles (Duc); 8. Tom Hull (Duc); 9. Daniel Frisbie (Duc); 10. Geoff Mellinger (Duc).
Time: 14 min., 47.605 sec.
Distance: 7 laps, 25 miles.
Average Speed: 101.072 mph.
Margin of Victory: 0.464 sec.

AM H/W SUPERTWINS: 1. Stanton E. Simmerson (Duc); 2. Alan Robbins (Hon); 3. Greg Doney (Hon); 4. James Sweet (Duc); 5. Sean Ninneman (Hon); 6. Scott Carey (Duc); 7. Robert Robbins (Duc); 8. Greg Foster (Hon); 9. Roger Binkerd (Duc); 10. Jeffrey Crouch (Hon).

AM M/W GRAND PRIX: 1. James Bronson (Hon); 2. Leslie Horne (Hon); 3. Martin Eden (Hon); 4. Sean Groff (Hon); 5. Michael Deblanco (Yam); 6. Steve Buery (Hon); 7. Jon Schroht (Hon); 8. Mark Whitehurst (Hon); 9. Michael Debrabant (Hon); 10. Doug Giles (Hon).
Time: 14 min., 48.766 sec.
Distance: 7 laps, 25 miles.
Average Speed: 100.940 mph.
Margin of Victory: 0.079 sec.

AM SOLO GTO: 1. Brandon Welton (Hon); 2. Charles Todd Brank (Suz); 3. Timothy Hammitt (Suz); 4. Brad Simmerson (Kaw); 5. Jim Pihokken (Suz); 6. Jamie McIntosh (Kaw); 7. Peter Hupperich (Yam); 8. Shane Prieto (Kaw); 9. Franco "Funky" Stefani (Kaw); 10. Thane Burnight (Yam).
Time: None due to Red Flag

AM SOLO GTU: 1. Charles Todd Brank (Hon); 2. James Bronson (Hon); 3. Sean Goff (Hon); 4. Brandon Welton (Hon); 5. Kris K. Clubb (Hon); 6. Robert Cavey (Hon); 7. Steve Buery (Hon); 8. Leslie Horne (Hon); 9. Jon Schroht (Hon); 10. Thane Burnight (Yam).
Time: 29 min., 33.713 sec.
Distance: 14 laps, 50 miles.
Average Speed: N.A.
Margin of Victory: 0.320 sec.

EX SPSMN: 1. Patrick Ryder (Kaw); 2. Robert Ault (Hon); 3. Lawrence Hanlon (Hon); 4. Brian Surtees (Yam); 5. Mark Smith (Rtx); 6. Russ Mattson (Rtx); 7. Brian Mills (Hon); 8. Tony Martin (Yam); 9. Steve Housley (Kaw); 10. Pat Mooney (Rtx).
Time: 15 min., 43.494 sec.
Distance: 7 laps, 25 miles.
Average Speed: 95.075 mph.
Margin of Victory: 4.071 sec.

AM SPRTSMN: 1. Derek King (Yam); 2. David Stansel (Kaw); 3. Harry Barlow (Yam); 4. James Meekma (Kaw); 5. Chuck Menotte (Yam); 6. Greg Field (Duc); 7. John Wilson (Kaw); 8. Philip Knecht (Yam); 9. Jeffrey Ross (Duc); 10. Bob Vinson (Kaw).

EX L/W SUPERSPORT: 1. Brian Conley (Yam); 2. Francis Reed (Yam); 3. Shawn McCormick (Yam); 4. Ian Lineberger (Yam); 5. David Pabst III (Yam); 6. David Bettridge (Yam); 7. George Reavis (Yam); 8. Philip Digregorio (Yam); 9. Craig Goldman (Yam); 10. Jason Wencel (Yam).
Time: 15 min., 48.815 sec.
Distance: 7 laps, 25 miles.
Average Speed: 94.552 mph.
Margin of Victory: 11.416 sec.

AM L/W SUPERSPORT: 1. Adam Popp (Yam); 2. Mark Whittehurst (Yam); 3. Joe Wotton (Yam); 4. Jeff Longbottom (Yam); 5. Michael Polston (Yam); 6. James Hanlon (Yam); 7. Martha P. Orourke (Yam); 8. John F. Lounsbury (Yam); 9. Stephen Rezmer (Yam); 10. John Wilson (Kaw).

EX L/W SUPERTWINS: 1. John Long (Duc); 2. Kiyo Watanabe (Hon); 3. Daniel Frisbie (Duc); 4. Donald Unger (Duc); 5. Stephen Polizzi (Hon); 6. John Askel (Duc); 7. Steve Aspland (Duc); 8. David Robertson (Duc); 9. Kyle Thompson (Duc); 10. Thomas Fournier (Duc).
Time: None due to Red Flag

AM L/W SUPERTWINS: 1. Alan Robbins (Hon); 2. Chris Casey (Hon); 3. Greg Doney (Hon); 4. Sean Ninneman (Hon); 5. Gregg Foster (Hon); 6. James Meekma (Kaw); 7. David Weaver (Hon); 8. Matthew Richardson (Hon); 9. Richard A. Lonsdale (Hon); 10. Greg Field (Duc).

AMA/CCS Harley-Davidson Twin Sports World Final

Scott Zampach - World Champion

By Colin Fraser

DAYTONA BEACH, FL, OCT. 23

Without a doubt, Tilley's Harley-Davidson-mounted Scott Zampach was the favorite for the first-ever World Harley event, and the outgoing AMA Twin Sports Champion didn't disappoint, winning both seven-lap legs. Along the way, Zampach survived the inevitable drafting wars, continued a growing controversy involving upstart teenaged sensation Matt Wait, and proved why he is still considered the Harley-Davidson 883 rider to beat.

H-D joined with Daytona International Speedway and the AMA/CCS organization to announce this shootout during spring Speed Week, stating that they hope to build this concept into a major, year-end event. With $25,000 up for grabs, the race attracted 53 entries, including riders from England, Australia and Canada. The Brits have had their own series for several years, and champ Robin Kendall was on hand for his second Daytona Harley campaign, struggling to come to terms with the different machine specifications (mainly carburetors) that the more strict U.S. rules require.

The World Final was the only event of the thankfully sunny "Race Of Champions" weekend that offered timed qualifying, the twins taking to the track for a short session midmorning on Saturday. Using a new-specification Dunlop tire for the first time, Zampach teamed with arch-rival Shawn Higbee to draft his way to a new class course record at 2-minutes, 13.2-seconds.

This event would mark the last time that Zampach would run his long-held number-one plate, and the rider who would mount the solo digit for 1995, Bartels' team leader Higbee, netted a close second with a lap at 2:13.299. An on-form Ben Bostrom and Wait completed the front row, while living legend Jay Springsteen, Aaron Yates, Billy Graef and Ronald McGill made up the second row.

Kendall, struggling with various small problems, managed to qualify 17th and top foreigner, heading the fifth row, with Australian superbike racer turned Harley pilot John Allen alongside for 20th. Row five started with Canadian Owen Weichel's brand-new machine with both Weichel and Allen busy with setup in their second-ever TwinSports outings.

Before the first seven-lap leg of the Harley final opened Sunday afternoon's feature race program, the mid-Saturday AMA/CCS National offered most of the top riders a chance to practice their all-important drafting tactics, and the jetting and gearing choices that slipstreaming requires.

This unoffical warm-up race turned into a fight for first between Wait, Zampach and Higbee, with eventual fourth-place finisher Chuck Blackmon slipping from the lead group with a lap to go. On the last lap, Higbee took first on the run to the chicane as Zampach hung back in typical style. The three machines then headed onto turn three of the Super-speedway nose to tail, with Higbee and Zampach both dropping low to try for the lead.

At the finish line, Zampach and Wait bumped while Higbee was forced to take avoiding action. Wait won by inches (.009-of-a-second) from the "Z Man" and Higbee.

"I had the worst and best experience out there," explained Wait as soon as he got of his Mitchell's H-D. "I saw death and victory all at once. Scott cut over to the inside, I didn't know he was gonna do that. He kind of chopped my front tire and I thought I was going to go down. Then I saw the checkered flag so I figured I must not have crashed."

Zampach, unhappy with Wait's aggressive efforts, explained: "I've been teaching these guys for four years now, I think they've learned their lessons. I was faster through the chicane, but they could draft me. On the last lap I just stayed back, I thought I had my move timed perfect, but I might have moved a split second early. Matt moved, I moved, there was some pushing and shoving but I came up short."

"Matt has major horsepower; Scott and I know that," Higbee said. "Horsepower is very important here. On the last lap I outbroke them into the chicane, I lead throught the banking, but they were able to draft by me. At the line we all could have dumped and slid across the finish line. Scott bumped Matt into my way and I had to pull hard to miss Scotty."

This controversy turned into the major talking point of the weekend within seconds of the start of Sunday's opening H-D World Final leg. Although Zampach took the lead from pole, Wait dove underneath to take over entering the International Horseshoe. Going into the chicane for the first time, Wait was inches clear of Higbee and Zampach when Wait crashed. Higbee was unable to miss the leader while Zampach and the rest of the pack threaded through the mess.

Out came the red flag, and while Higbee struggled, in vain, to get his bent bike back to the pits in time for repairs, an injured Wait was taken to hospital. Although the Californian damaged his hand, broke some ribs, punctured a lung and broke a collarbone, concerns about head injuries proved unfounded, even though his helmet took a beating from Higbee's bike.

Most observers figured that Wait lost the front end on a bump entering the paired double turns on the back of the track, a view confirmed by eye-witness Zampach. But Wait thought that he lost the back end, possibly due to an unintentional bump by Higbee.

No matter what the reason was for Wait's crash, his competition did not approve of his behavior. Zampach: "Maybe this taught him a lesson. This is a life-threatening sport. I think the AMA has to take some action, you can't live on the other side of the fence, over the edge, all the time."

Higbee agreed, adding: "It's his first season of road racing, and I'm happy seeing him run up with us, but I don't know...I was pretty disgusted with the way that happened. Matt's had incidents earlier in the year, he's kind of reckless. He got away with it for a long time, but unfortunately when he fell down it cost me a lot of money and a bent-up bike. I bent myself up too."

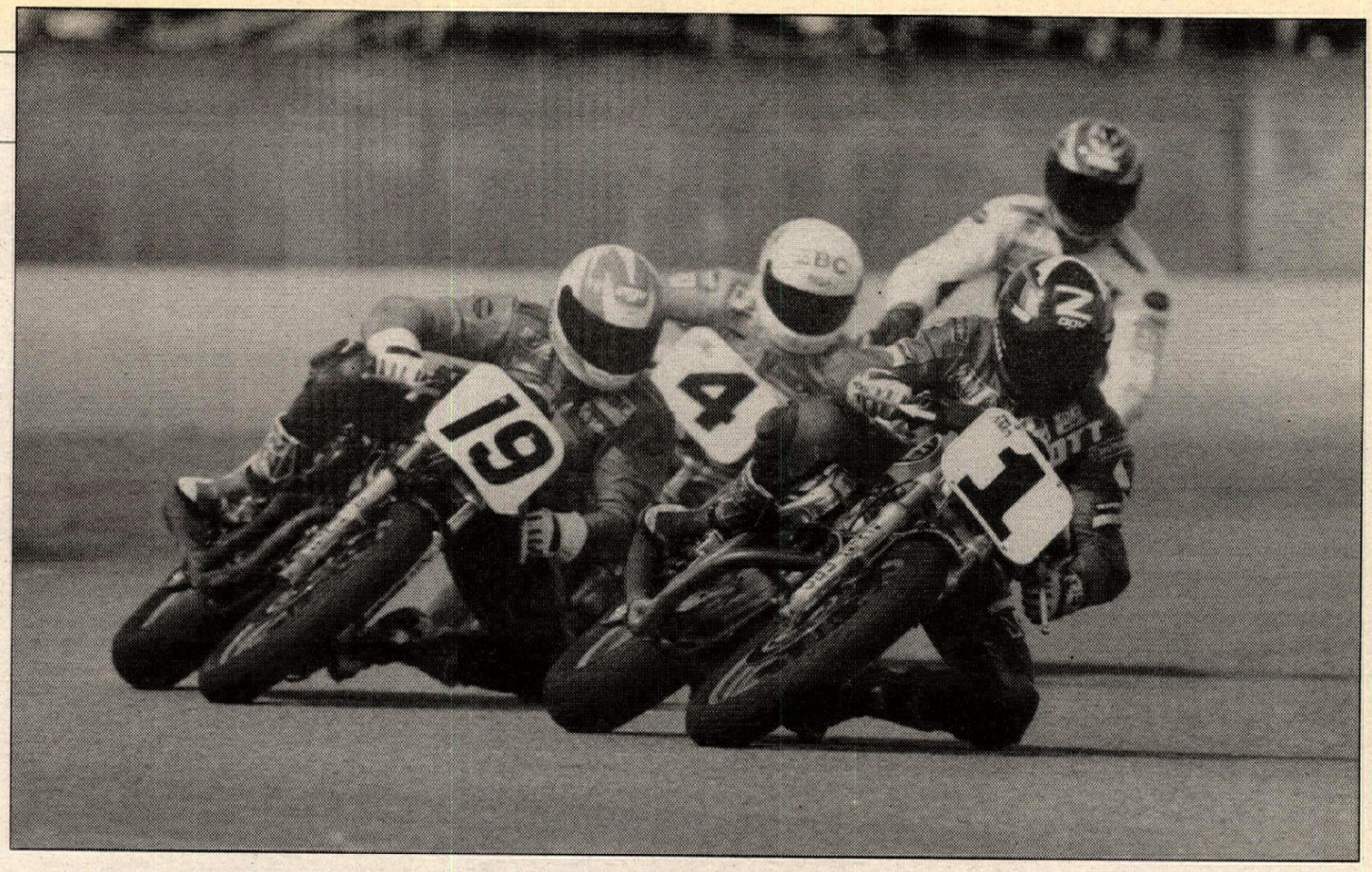
Although Higbee made it back to the grid in time for the new start, officals would not approve his hasty brake repairs.

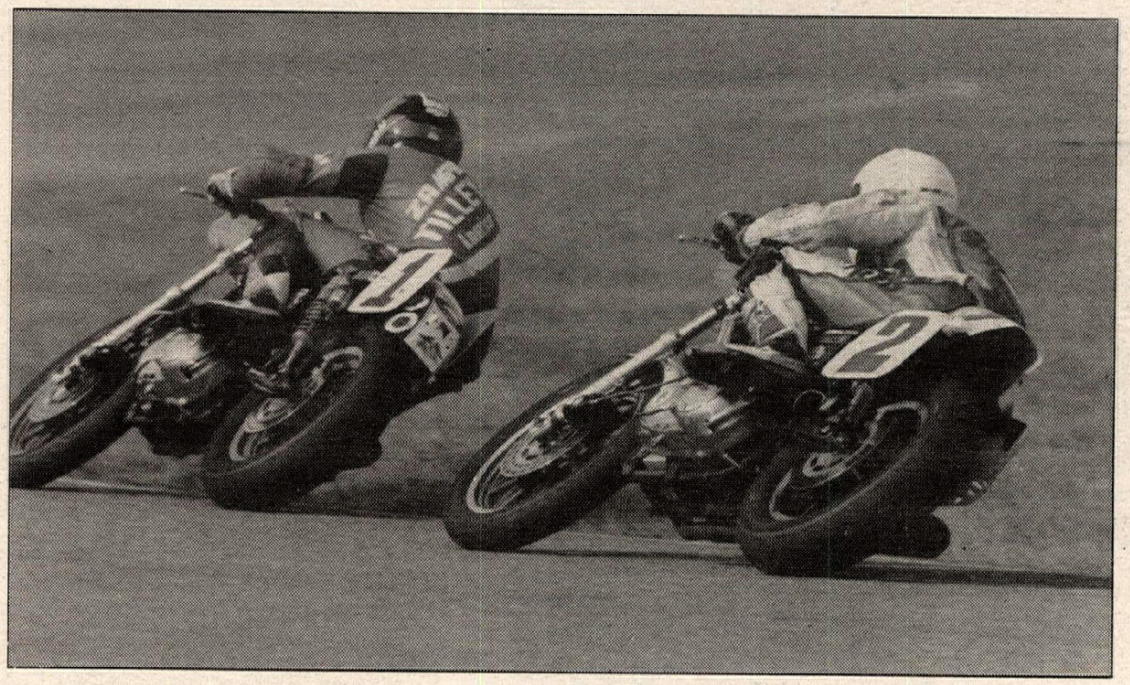
The full seven-lap restart promised to be a more cautious affair, with two of the front-row starters missing and all the top guns spooked by the leader's incident. Bostrom jumped out front followed by Zampach, Yates and Springsteen, but Blackmon was the man on the move. Taking advantage of the delay to fix a crooked rear wheel, Blackmon was a demon on the brakes, grabbing first through the infield as the leaders worked lap three.

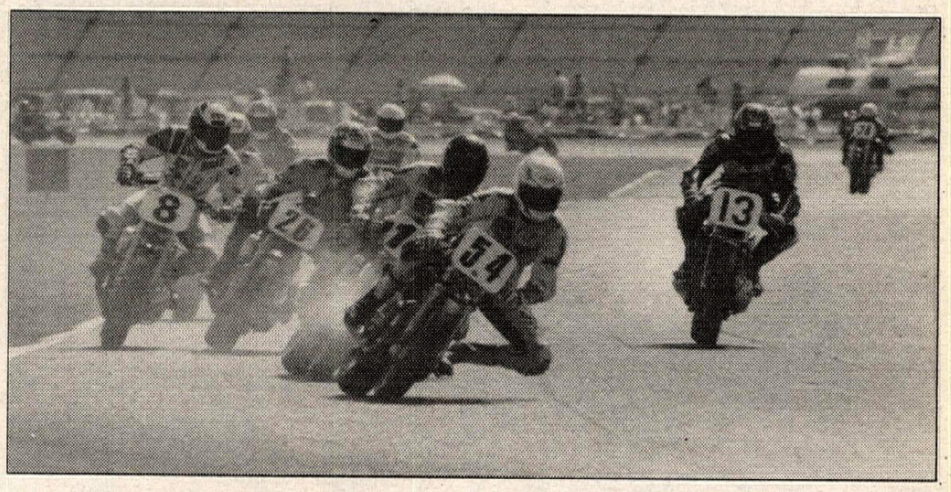
With two laps remaining, Bostrom held first from Blackmon, Zampach and Yates with Springsteen six seconds back in fifth and just clear of another mob that included Brian Kohl, Ronald McGill, James Randolph, Billy Graef, Gary Stas, Jim Leslie and Michael Barnes. Then "Springer" got into trouble at the chicane when his steering damper broke, dropping him down the field as Leslie, Stas and McGill struggled to take control of the second group.

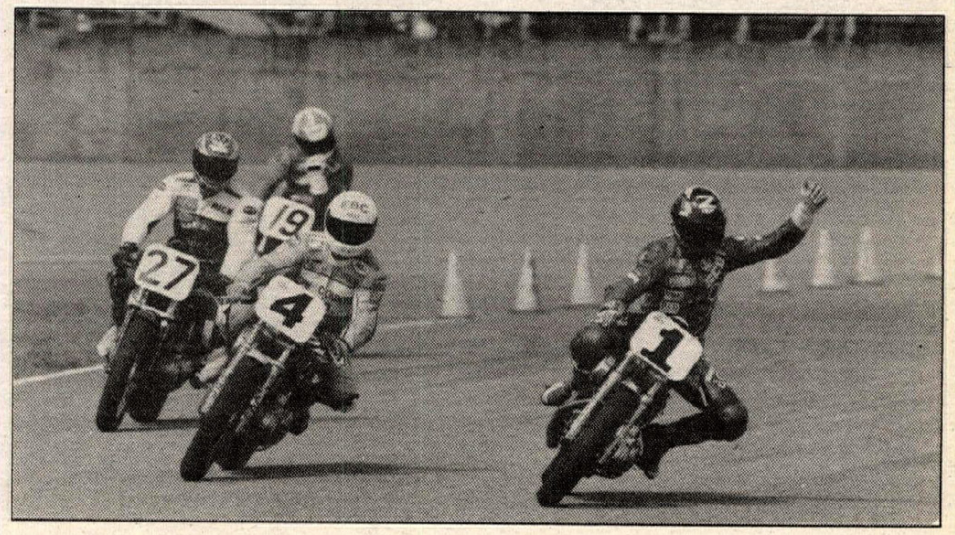
Back at the front, Zampach started the last lap in the lead, with Bostrom taking the point in the infield, the foursome shuffling their way through traffic on the west bank. Blackmon and Yates were right together as Zampach held third exiting the chicane, Bostrom out of the lead fight. Then Zampach ducked low, powering by the leaders in a photo finish that eventually revealed Zampach the winner by .009-of-a-second from Blackmon and Yates.

Bostrom was back on form with fourth, followed by Leslie, Stas, McGill, Kohl, Randolph, Graef and 10th-placed Barnes. A post-race protest required Stas to present his machine for inspection, and when he didn't show he was removed from the results, moving everyone from sixth on up a spot.

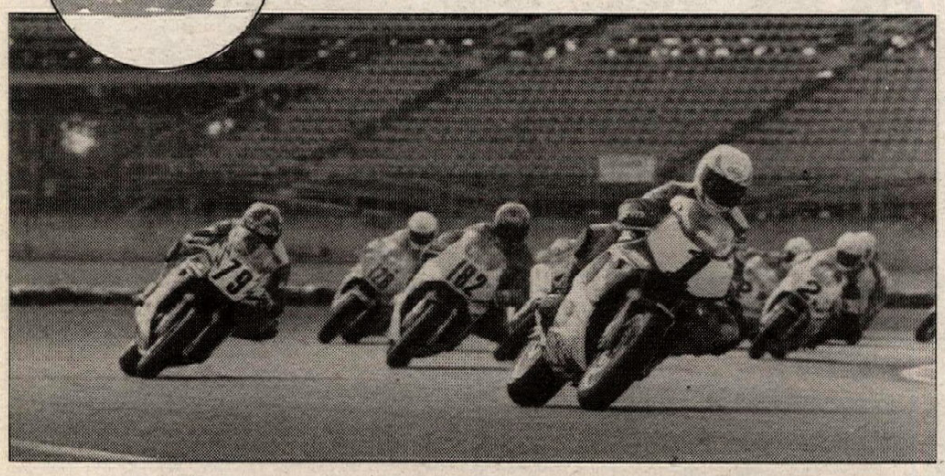


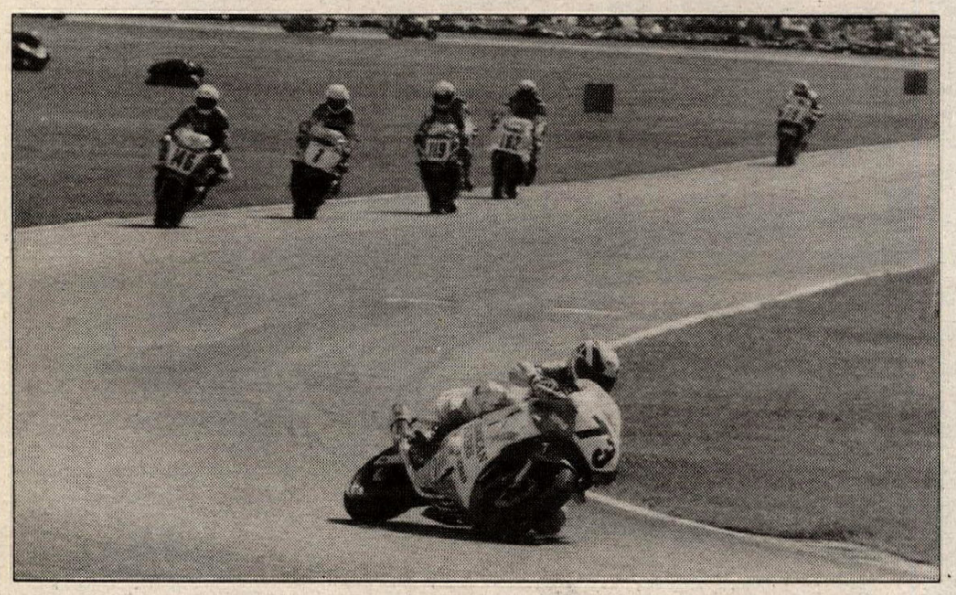






(Above) Scott Zampach (1), Aaron Yates (19), Chuck Blackmon (4) and Ben Bostrom fight it out in the first leg of the Harley-Davidson World Final. (Left) Zampach and Higbee battle for the win in the second of the two Harley races. (Below) The race for fourth place between Billy Graef (8), Ron McGill (26), Brian Kohl (16), James Randolph and eventual fourth-place finisher Jim Leslie (13). (Bottom) Zampach celebrates his World Championship.





(Top) Danny Roberts (1), Paul Youngman (182) and Shawn Roberti (79) lead the way on the first lap of the 900cc Challenge. (Above) Todd Harrington (73) ran away and hid in the 600cc Honda Challenge.

"It's such a drafting war on these Harleys," reflected Zampach after his opening-leg win. "Don Tilley's been helping me quite a bit, you know, the old NASCAR guru - he says you ain't gonna pass uphill on these bikes (explaining Zampach's low lines). It was an excellent race, but it's so tough on these 883s with no aerodynamic assistance. You can get away from them on the infield, then all of a sudden three bikes would go whizzing by you on the back stretch."

Prior to race two, Higbee got his bike back into something resembling running order (he had to have his seat mounts tightened after the warm-up lap), while Yates changed gearing and replaced a leaking seal on the Pat Moroney machine. Even though he had the points lead, Zampach knew that the motocross-style points system would make it possible for Blackmon to take the overall win if Blackmon finished ahead of Zampach in the second leg.

Zampach grabbed the lead from Higbee and Bostrom at the start of part two with Yates looking to make a great move around the leaders in the International Horseshoe before someone moved over on him, almost putting Yates in the grass. Dropping several spots and completing the turn on the very dusty verge, Yates recovered to grab second behind Zampach as the field started lap two.

Turning laps in the mid-2:14 range, Zampach, Higbee, Bostrom and Blackmon gradually split from another assembly, this one made up of Yates, Shawn McNary, McGill, Englishman Kendall and Graef. Barnes crashed from the top 10 in turn one on lap three.

Once again shedding Bostrom near the checkered, Higbee headed Zamapch and Blackmon starting the final tour. Higbee dipped very low between oval turns one and two, Zampach pausing before taking the lead with a high pass on the run to the chicane. Charging back onto the banking for the final time, Zampach took an uncharacteristic lead with Higbee and Blackmon on his tail.

Heading onto the tri-oval, Higbee took the lead with yet another low move, Zampach moving high before trying an even more inside move of his own, taking to the Superspeedway's flat apron. This allowed Zampach to win by an just one one-hundredth of a second, a much bigger margin than the previous leg.

Higbee had to settle for second with Blackmon third, and Bostrom fourth ahead of Yates, while occasional road racer Springsteen netted sixth just in front McNary, Allen, McGill and outdrafted 10th-place finisher Kendall - top non-regular.

While Harley's Art Gomper presented the awards in Victory Lane, soon-to-be-father Zampach handled P.R. duties, saying that, "It's a joy to be here at Daytona racing Harley-Davidson motorcycles. We put this bike on pole, we won both races and we proved why we carried the number-one plate for three years. I had to give it up to Shawn this year, but this proves that I'm still out there pushing with the young guys."

When asked about his decison to go to the usually unused flat inside area of the oval, Zampach replied that, "the way I see it, we're racing on asphalt, and where the grass is, is where the edge of the track is. I was using every inch I could get trying to gain as much speed as possible. It's great racing with Shawn, we've had a good year of close competition. The second race was more comfortable because you didn't have to deal with Wait sliding sideways at 120 mph."

"I was a little shaky going out on a bike that was all bent up," admitted a subdued Higbee. "I didn't know what was wrong with it, it sounded different and it felt different. I didn't have quite the motor, horsepower tells the tale down here, but it was exciting and that's racing."

A delighted Tilly stated that he had the best rider in the field with Zampach, and continued: "There may be guys who are a little braver, but when it comes to street-savvy-wise, there is nobody out there that's any smoother, any smarter. I said to Scott that if we're going to give the number-one plate to Bill (Bartels), let's win 'em both: let's go out in a blaze of glory. I geared that thing so it should have blown apart!"

Zampach hasn't confirmed if he will race an 883 in 1995, but the innagural World Championship success has to be an incentive. CN

Daytona International Speedway
Daytona Beach, Florida
Results: October 23, 1994

QUALIFYING: 1. Scott Zampach (2:13.200, new record); 2. Shawn Higbee (2:13.299); 3. Ben Bostrom (2:14.307); 4. Matt Wait (2:15.427); 5. Jay Springsteen (2:15.881); 6. Aaron Yates (2:16.523); 7. Billy Graef (2:16.573); 8. Ronald McGill (2:16.709); 9. Shawn McNary (2:16.787); 10. Brian Kohl (2:17.042); 11. James Randolph (2:17.097); 12. Dr. Jeffrey D. Johnson (2:17.279); 13. Eric Bostrom (2:17.467); 14. Chuck Blackmon (2:17.645); 15. Randy Texter (2:17.785); 16. Jim Leslie (2:17.847); 17. Robin Edward Kendall (2:18.250); 18. Don Greene (2:18.254); 19. Gary Stas (2:18.407); 20. John Allen (2:18.624); 21. Owen Weichel (2:18.927); 22. Michael Barnes (2:19.316); 23. Jason Lee Grimwood (2:20.167); 24. Brian Gibbs (2:20.266); 25. Mark Pastir (2:20.470); 26. Tim Lee (2:20.517); 27. Jim Whitaker (2:20.761); 28. Matthew Guidera (2:20.897); 29. Roger Reiman (2:21.275); 30. Steve Blackburn (2:21.309); 31. C. J. Holmes II (2:23.101); 32. Randy Kirnec (2:23.112); 33. Darvin Loyd (2:23.113); 34. Jon Stauffer (2:23.468); 35. Daniel Kuttner (2:24.689); 36. Eric Lacruze (2:24.719); 37. Michael Friberg (2:25.087); 38. Tony Montenegro (2:25.324); 39. Harrison Warren (2:25.755); 40. Russell Barron (2:26.080); 41. Jerry Casciero (2:26.151); 42. Jeff Harding (2:26.579); 43. Alan J. Eadie (2:26.851); 44. Ervin Bruce Lyskawa (2:27.078); 45. Shawn Blackburn (2:27.672); 46. Brian Bodine (2:27.977); 47. Joseph Santa Maria (2:29.020); 48. Darren Conrad (2:34.937); 49. Ken Serakas (2:37.495); 50. Anne Wobb (4:00.458).

HARLEY-DAVIDSON TWIN SPORTS WORLD FINAL: 1. Scott Zampach (1-1); 2. Chuck Blackmon (2-3); 3. Ben Bostrom (4-4); 4. Aaron Yates (3-5); 5. Ron McGill (7-9); 6. Shawn McNary (13-7); 7. Brian Kohl (8-12); 8. Jay Springsteen (15-6); 9. Robin Edward Kendall (14-10); 10. Don Greene (16-13); 11. Owen Weichel (19-11); 12. Randy Texter (17-15); 13. Eric Bostrom (12-23); 14. Steve Blackburn (20-18); 15. Jim Whitaker (23-27); 16. Eric LaCruze (21-20); 17. Dr. Jeffrey Johnson (27-16); 18. Mark Pastir (22-21); 19. Randy Kiric (26-19); 20. Jim Leslie (5-45); 21. Shawn Higbee (49-2); 22. Tim Lee (25-26); 23. Billy Graef (10-41); 24. Michael Friberg (28-24); 25. James Randolph (9-43); 26. John Allen (45-8); 27. Michael Barnes (11-42); 28. Gary Stas (6-47); 29. Darvin Loyd (29-25); 30. Jeff Harding (31-27); 31. Jon Stauffer (30-30); 32. Mathew Guidera (48-14); 33. Harrison Warren (33-31); 34. Ervin Bruce Lyskawa (38-28); 35. Chris Foskett (32-34); 36. Brian Gibbs (18-49); 37. Roger Reiman (46-22); 38. Brian Bodine (35-33); 39. Alan Eadie (40-29); 40. Russell Barron (37-32); 41. Jerry Casciero (36-35); 42. Jason Lee Griawood (24-48); 43. Daniel Kutter (34-44); 44. Darren Conrad (42-36); 45. Ken Serakas (43-37); 46. Joseph Santa Maria (41-40); 47. Anne Wobb (44-38); 48. Tony Montenegro (51-39); 49. Shawn Blackburn (39-51); 50. Matt Wait (50-46); 51. C. J. Holmes II (47-50); 52. Robert Buffington (52-52); 53. Richie Morris (53-53).

HARLEY-DAVIDSON TWIN SPORTS WORLD FINAL - RACE 1: 1. Scott Zampach; 2. Chuck Blackmon; 3. Aaron Yates; 4. Ben Bostrom; 5. Jim Leslie; 6. Ronald McGill; 7. Brian Kohl; 8. James Randolph; 9. Billy Graef; 10. Michael Barnes.
Time: 15 min., 39.741 sec.
Distance: 7 laps, 25 miles.
Average Speed: 95.465 mph.
Margin of Victory: 0.009 sec.

HARLEY-DAVIDSON TWIN SPORTS WORLD FINAL - RACE 2: 1. Scott Zampach; 2. Shawn Higbee; 3. Chuck Blackmon; 4. Ben Bostrom; 5. Aaron Yates; 6. Jay Springsteen; 7. Shawn McNary; 8. John Allen; 9. Ronald McGill; 10. Robin Edward Kendall.
Time: 15 min., 40.250 sec.
Distance: 7 laps, 25 miles.
Average Speed: 95.413 mph.
Margin of Victory: 0.010 sec.

Honda CBR Challenge

Harrington romps, Roberts repeats

By Colin Fraser
Photos by John Flory

DAYTONA BEACH, FL., OCT. 23

Danny Roberts repeated in the big division while Todd Harrington ran away with the smaller-displacement race in the Honda CBR900RR and CBR600 Challenge finals held at Daytona International Raceway as a feature portion of the "Race of Champions" finale.

The two 10-lap races offered a total of $31,000 in awards, with $21,000 going to the 900 event with a cool $5000 for the victor. The CBR600 round featured a budget of $10,000 with the winner grabbing $2500.

As the small 17-rider 900 field went under starters orders, potential victor Shane Turpin was absent from his front-row starting spot. A winner aboard the Phaze 1 Cycle CBR900RR in two of Saturday's AMA/CCS classes that were viewed as Challenge warm-ups, Colorado's Turpin crashed a Yamaha 1000 in Saturday's Unlimited GP final, breaking a femur that required surgery.

Reigning CBR900RR Champion Danny Roberts took the lead from the start with the West Palm Beach local heading Shawn Roberti, former Battle of the Twins National Champion Gene Church, Paul Youngman and Andrew Deatherage through the infield. By lap three Church joined with Roberts and Roberti to pull clear of the fourth-placed group of Michael Fitzpatrick, Kevin Hunt, Deatherage and Todd Keesee.

Running slightly off the expected pace with 2-minute, 2-second laps, the lead group continued to dice, with Church making some impressive braking passes into the horseshoes to make up for his slight lack of top speed. The only major incident of the race took place during lap six, when Fitzpatrick crashed entering turn five. His downed bike slid into Deatherage, forcing Deatherage wide and into the bales.

Although his bike wouldn't move, Deatherage got into a dispute with corner workers when the crew refused to help him restart the mangled CBR. Since the purse paid through 15th and Deatherage was classified last in 16th spot, it was easy to understand why he wanted another chance.

Meanwhile, the leaders picked up the pace and stayed glued together as Roberts' effort to make a break on lap eight proved futile. The last lap opened with none of the trio willing to lead, but with Church finally trying to get away from Roberts and Roberti exiting the infield for the last time.

Roberti took second from Roberts entering the chicane as observers began to remember the move Roberts put on Fritz Kling to win the inagural 900 title last year. As Church led Roberti and Roberts onto oval turn three, Roberti went high and Roberts ducked low, both making their moves early. Church then tried to retake the lead by working the draft and pulling way low, a la Scott Zampach in the Harley final.

Not even the announcers could tell who crossed the line first, but a review of video footage eventually proved that Roberts had won by .006-of-a-second from Roberti and Church. A frantic scrap for fourth gave the spot to Hutcheson, as Youngman, Hunt and Keesee rounded out the top seven grouping.

"That was the toughest race I've ever been in - it looked like a tie to me," confirmed the diminutive Roberts post-race. "Coming out of the last turn I was right where I wanted to be - I knew I could win it if I was third coming to the line. Last year was the same way. Roberti dosen't have the experience here to know that."

"I thought I had it there at the finish," began Roberti, who rode a Brothers-backed, Mike Velasco-tuned CBR. "But I missed the shift to sixth on the back straight and Danny went by. Until then, I was just waiting, I thought it was my race."

Third-place finisher Church wasn't

sure of the results, commenting: "I thought I had it, I want to see the pictures, it was awful close. I went to the very bottom, I thought I had it by a couple of inches. It's been a long time since I've been in Victory Lane at Daytona."

Even with eight rows of starters, it was hard to see how the 600 round could be any more exciting than the big-bike race, and Harrington ended any hope of that early. Riding an American Flyers-entered CBR600 F2, Harrington quickly got down to a mid-2:02 pace, shaking loose of early leader Robert Miosek as well as William Luke, Mike Murphy, Roberti and Jamie Bowman. Also in this group was reigning class champ David Estok, who came up from the back row of the grid on the number one machine.

By half distance - lap five - the smooth Harrington was almost three seconds clear of Murphy, who had Estok, Bowman, Luke and Roberti on his tail. Then the second group was slowed when Murphy went inside Estok on the brakes coming off the banking into turn one. Unfortunately, Murphy couldn't make the move work, running wide and taking the hapless Estok with him onto the grass. Back on track, Murphy continued but Estok fell at the dog-leg, possibly because of debris stuck to his warm tires.

With a lap to go Harrington was an impressive 10 seconds ahead of a three-way fight for runner-up honors between down-on-power Bowman, Roberti and Luke. As former top Amateur Harrington earned a convincing victory, Bowman somehow managed to lead exiting the chicane but still snatch second by half a bike length from Roberti with Luke right behind for fourth.

Mutiple-race-winner and Harrington teammate Murphy had to settle for fifth, as Jason Brookshaw, Stu Morrison, Brian Gibbs, Brett Metzger and Miosek rounded out the top 10. Unlike last year, post-race inspection revealed no abnormalities in either of the Honda Challenge rounds.

"Ever since I started runnin' on Dunlops at the end of the year, I was concentrating on this race," Harrington said in Victory Lane. "I didn't really know what to expect from the opposition, but I knew I had plenty of horsepower to get around out there. I knew I had to get a good start and I did - I'm really pumped!"

"We were all up there on the first three rows," stated runner-up Bowman, himself a multi-time AMA/CCS champ. "We all knew what we had to do, and Todd did it. You had to have the right plan to pull away, the first lap was pretty hairy."

Roberti was a man of few words in his first of two Honda Challenge trips to Victory Lane: "I'm very happy. I have to thank Dunlop for keeping me up all race, I have a great team and I hope to work with Mike Velasco in the future." Velasco returned the young Roberti's compliments on the P.A., and said he would help the North West Champ if a deal to run Freddie Spencer on superbikes dosen't work out for 1995. CN

Daytona International Speedway
Daytona Beach, Florida
Results: October 23, 1994

HONDA CBR900RR CHALLENGE: 1. Danny Roberts; 2. Shawn Roberti; 3. Gene Church; 4. Greg Hutcheson; 5. Paul D. Youngman III; 6. Kevin D. Hunt; 7. Todd Keesee; 8. Jimmy G. Shelton; 9. Evan M. Semoff; 10. Duane Guimond.
Time: 20 min., 20.456 sec.
Distance: 10 laps, 35.60 miles.
Average Speed: 105.010 mph.
Margin of Victory: 0.006 sec.

HONDA CBR600 CHALLENGE: 1. Todd Harrington; 2. Jamie Bowman; 3. Shawn Roberti; 4. William M. Luke; 5. Mike Murphy; 6. Jason Brookshaw; 7. Stu Morrison; 8. Brian Gibbs; 9. Brett Roberts Metzger; 10. Robert F. Miosek.
Time: 20 min., 30.913 sec.
Distance: 10 laps, 35.60 miles.
Average Speed: 104.118 mph.
Margin of Victory: 10.372 sec.

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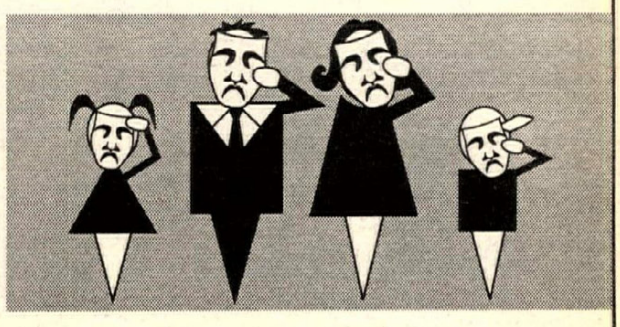

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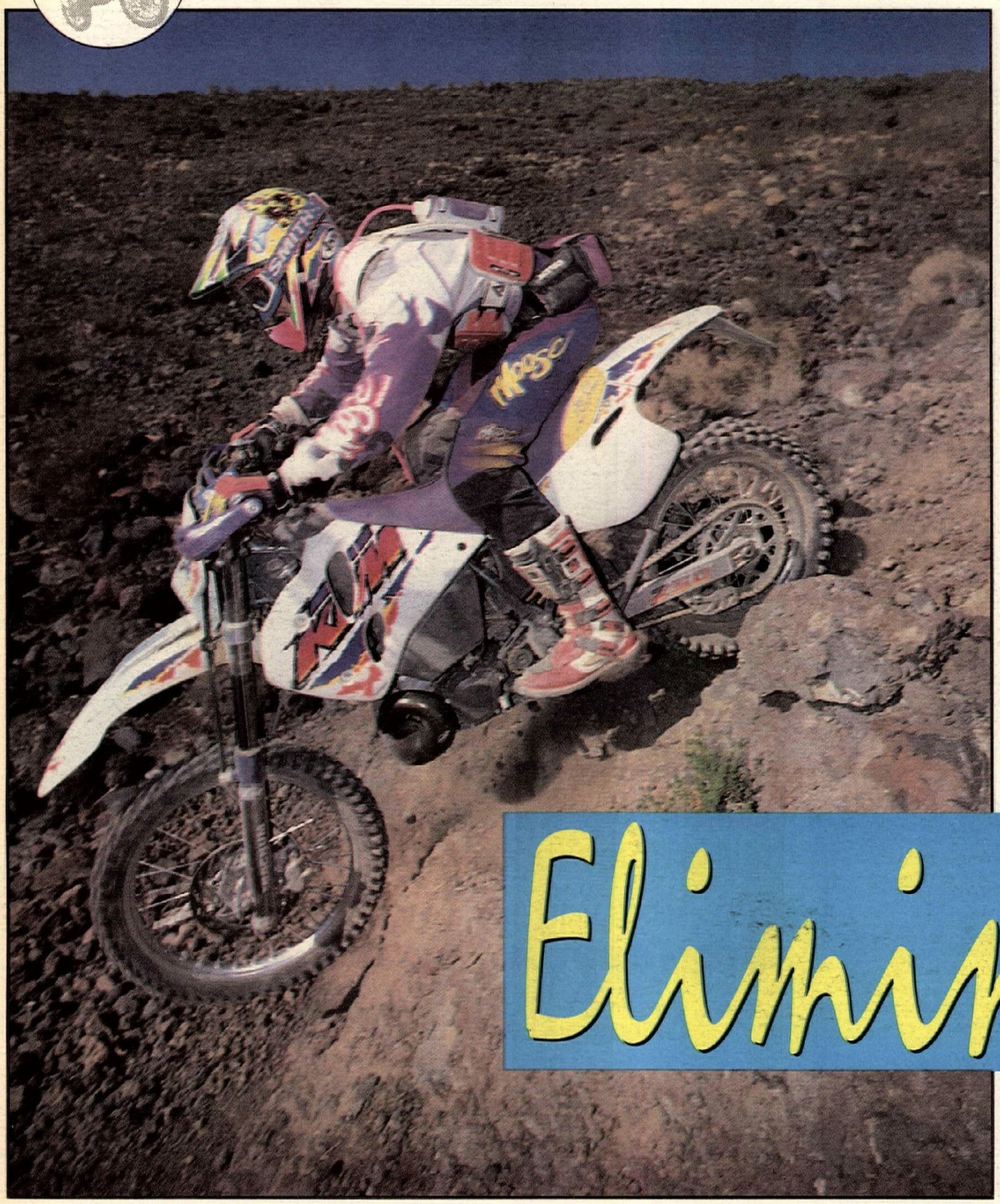


Eliminator

By Chris Jonnum
Photos by Kinney Jones

How can you *not* buy this motorcycle?

Okay, if you're in the market for a touring street bike, the 1995 KTM 250 E/XC might not be the perfect choice. But if you're looking for a new enduro mount, there's really no other option. Yes, there are other manufacturers that sell 250cc enduro bikes in the States, but none take the task as seriously as the steadily growing Austrian factory.

Suzuki has their tried-and-true RMX250, but while they update their motocrossers every year, their enduro bike hasn't benefited from a single major improvement in several seasons. True, they continue to garner National off-road titles, but RMXs require extensive engine and suspension modifications to make them competitive at that level. KTM, on the other hand, sells an enduro bike that is based on their motocrosser, and thus boasts the absolute latest in technological gadgetry, like a conventional Marzocchi Magnum fork and an Ohlins shock. Heck, the Katoom even has aluminum bars. Sure, the RMX costs $149 less, but the KTM is ready to race out of the crate.

Yamaha fans will point to the WR250, which Fred Andrews has campaigned off-road with much success. But for enduro use, the WR requires the addition of an odometer and a spark arrestor - at the bare minimum. Ideally, the explosive powerband should be smoothed out, and a headlight would also be nice. The E/XC, on the other hand, comes standard with an odo, spark arrestor, working light and a smooth-but-strong power delivery. Consider the Yamaha's cost - which is $101 higher than the KTM *before* the modifications, and the WR just doesn't make sense.

Of course you could always purchase a Husqvarna, CRE, TM or Gas Gas - if you can find a shop to sell you one, that is. Or you could buy a motocrosser and soften the suspension, add a large tank and make all the other changes required to convert if for off-road. Either way, you'll be paying more, and we'd be willing to bet you won't be any happier. Using a simple process of elimination, KTM literally leaves you with no other alternative.

LOADED WEAPON

The bulk of the test on our E/XC took place at the Ghost Rider National Enduro in Lucerne, California. Though decidedly West Coast in nature, this event included a wide variety of terrain, including high-speed sand whoops and very low-speed single track through rock piles. And the day before the enduro, we rode a 50-mile loop that was about as technical as anything you'll find this side of a National Trials event. (It included transfer sections from the Trial de España.) For variety, we also tried the bike out at Rainbow MX track in Rainbow, California.

As might be expected, I was primarily interested in the much-hyped new suspension on the KTM, and I must say, I was quite impressed. I've got a fair amount of experience with the '94 Marzocchi Magnum fork, and the '95 is at least as good. The primary difference is in the compression-side cartridge, which is now easier to disassemble. Tolerances are closer as well, and the upper tubes have a better chrome coating and a smoother surface, to extend seal life. Compression damping is handled by the left leg, while the right is in charge of rebound. Both knobs are on top, so adjustment is a breeze. I went one click stiffer on compression, and was completely satisfied.

Call me a trend-follower, but I am completely sold on conventional forks. I'm sure inverted forks have their place, but I think that place is probably on the front of a factory supercross bike. For the average everyday Joe (or Chris), the upside-up versions are the way to go.

Tuning forks

If you don't know by now that the big news for the '95 KTMs is their conventional Marzocchi Magnum fork, then you must have been living in a cave for the past several months. Of course, if you've been living in that cave for long enough, then you've probably never heard of *inverted* forks, and are wondering what all the fuss is about. Anyway, here is KTM's lowdown on the new Marzocchi.

SPECIFICATIONS

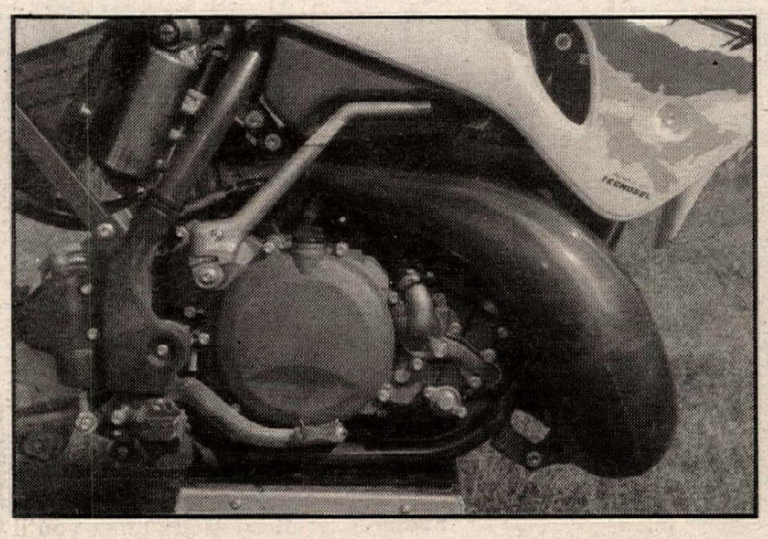
Spring	4.5, 540mm long
Preload sleeve	10mm
Oil	7.5 cartridge
Level	190mm, fork & cartridge compressed

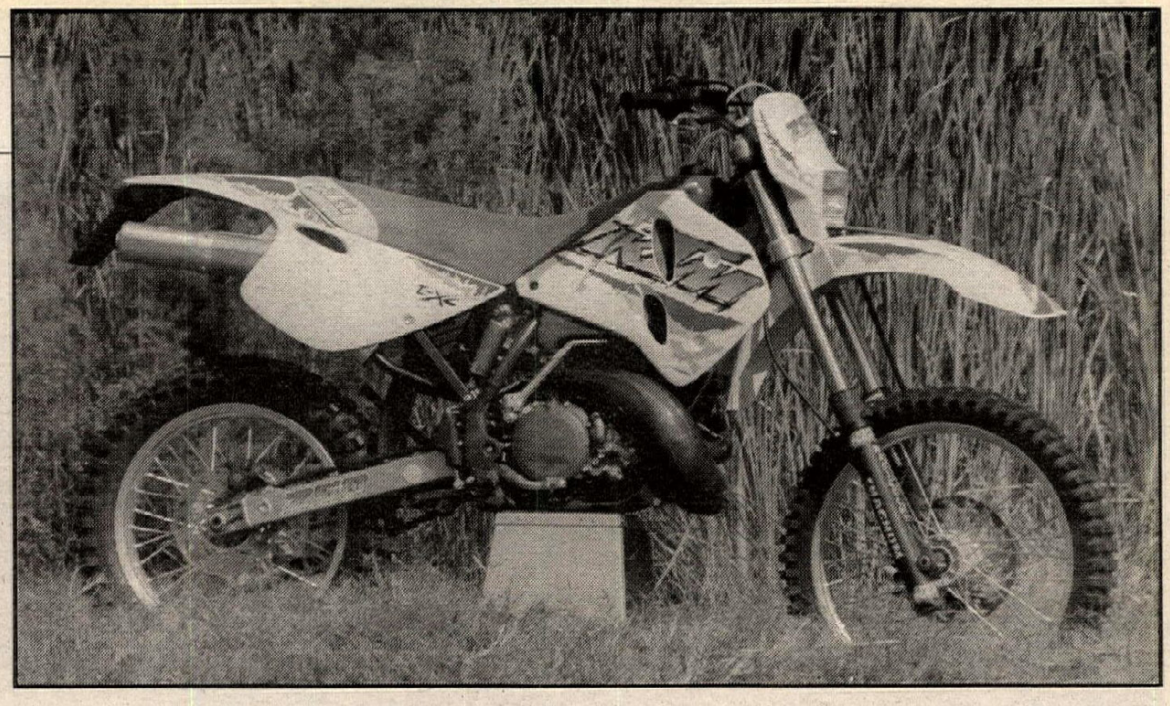
SETTINGS

Compression	11 clicks out
Rebound	8 clicks out

MAINTENANCE

Clean dust seals	Every ride (Raise dust seal and clean underneath)
Bleed air	Every ride (Bike on stand, open air bleed screw)
Oil/seal change (racing)	Every six hours
Oil/seal change (trail riding)	Every 20 hours





The Marzocchi literally handles everything you throw at it. It worked when I came up short over a long tabletop jump at Rainbow (the SX 250 fork is identical), and it worked when I hit a 3-inch rock at low speed in the enduro. The fork's specialty is soaking up small, high-speed hits, but it also does a good job on everything else. I did hit the low-hanging sliders on rocks now and then, but it wasn't enough to deflect me off course.

The shock holds up its end of the bargain as well, reacting to rocks and roots without deflecting. The E/XC uses a slightly softer spring than the motocrosser, so the back end is a little wallowy in fast whoops and over jumps, but it works great at what it's designed for - technical trails. In my opinion, this is the best suspension KTM has ever had.

KTM updated last year's motor by giving the cases an acid-dip treatment and changing the cylinder porting. A flat-top piston and a head with a different combustion chamber are said to diffuse heat better and allow for higher compression ratios. The reeds are thicker, the exhaust pipe is different and the shift drum and gear selector have smoother shift-fork channels.

The KTM's motor is perfect for enduros, providing plenty of bottom end and midrange. Top end isn't too impressive, but hey, good enduros don't let you use top end anyway. Delivery is smooth, without any odd blips or hits, and tractability rivals a four-stroke. You can lug the 250 down to crawl over rocks, then slip the clutch to accelerate like a dragster when you find better traction. After trail riding with the stock long silencer and bullet-type spark arrestor, we installed an FMF silencer with a welded-on screen-type arrestor. Throttle response improved and the bike ran more crisply, while volume increased only slightly, if at all.

A wide-ratio tranny resides in the gearbox, and I found it to have a few gaps, especially before and after third gear. I imagine installing a one-tooth-larger countershaft sprocket would tighten things up nicely. Shifting may be slightly improved, but it's still not up to par with a Honda or Suzuki.

When it comes to handling, KTM has opted for stability. The bike feels long and tall - perhaps a bit *too* tall for shorter riders. Subsequently, it will try to stand up in tighter corners, instead preferring the outside line. The bike is extremely narrow and yet the tank holds an impressive three gallons. Some riders will no doubt complain about the rock-hard seat, but I like it once it breaks in. Tall riders will like the roomy feel of the bike; I'm 6-feet-3-inches tall, and I didn't feel the need for a taller seat.

By now it should be pretty clear that I was very happy with the E/XC, but that doesn't mean there weren't any complaints. For one thing, the clutch exhibited more drag than fashion-model RuPaul. In-gear starts were impossible, and the bike would creep forward when in gear with the clutch all the way in. This was a bit disconcerting on steep downhills, as the motor would pull against the brakes and try to stall. When it *did* stall, the back tire would lock up and slide uncontrollably, since it was impossible to disengage the clutch. I had very little play in the lever, so I couldn't just adjust the problem away. The KTM SX I rode a week later wasn't nearly as bad, so maybe the E/XC just had a set of warped clutch plates.

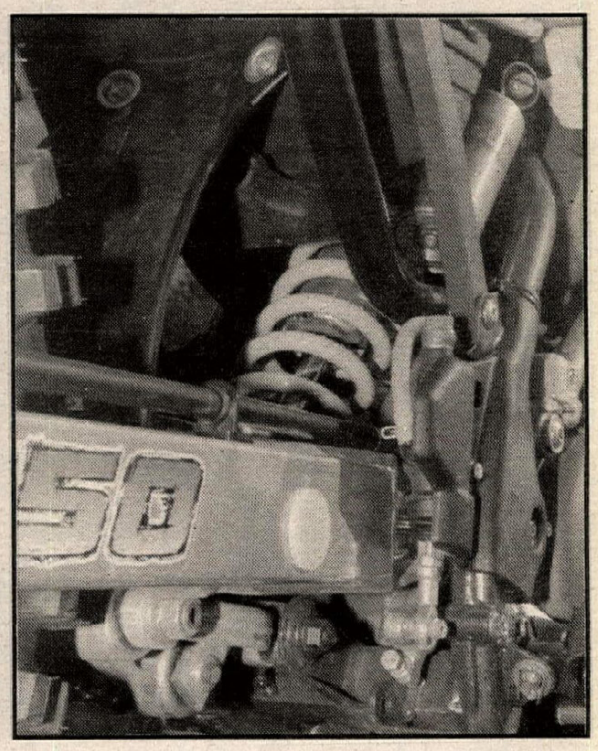
(Above) Out of the crate, the 250 E/XC motor is ready to race enduros. Low end and midrange are its strong points. (Right) The new conventional Marzocchi Magnum 45 fork handles everything from big hits to rocks and roots. You'll be hard-pressed to find a better off-road fork.

KTM continues to improve their controls, but they still feel a little funky compared to the Japanese bikes. The SX models have Domino parts, but the E/XC is a combination of Domino and Magura. Front and rear brakes offer plenty of feel, but I'd like a bit more power up front. The bars are now mounted on solid clamps, instead of rubber-mounted. They don't twist in falls, but installing Pro Tapers will be an expensive proposition. Hex-head bolts have replaced most of the Allen fasteners, which will make most riders happy.

I like the fact that the E/XC comes stock with a mechanical odometer, but the calibration was off on my bike. When I got to the 2.9 mile marker my mileage read 2.0 - far too much of a difference to be excusable. Luckily, I was on the same minute as Jimmy Lewis, so I keyed off him for the rest of the day. I assume my bike had a bad odo drive, and doubt that this will be a common problem.

So you're probably wondering how I performed, armed with such a potent enduro weapon and all. Well, the first two loops were a little fast for my tastes, but I had a great time on the gnarly third loop. Unfortunately, my competition enjoyed it even more, and I finished a lowly ninth in the 250cc A class, 32nd overall. But please don't blame the bike for my result. Apart from the clutch and odometer problems, I couldn't have asked for a better steed. Kudos to KTM for continuing to improve their enduro bikes, even though the competition doesn't force them to make those improvements. CN

(Above) The KTM feels high and long. It's stable, but a bit hard to turn. (Below) The fork received most of the press this year, but the new Ohlins shock is also stellar.



While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.

1995 KTM 250 E/XC

Engine	Single-cylinder, case-reed-inducted, liquid-cooled two-stroke
Cylinder	Mahle Nikasil-coated
Exhaust	Twin Valve Control Power Valve
Silencer	Muffler and USFS-approved spark arrestor
Bore x stroke	67.5 x 69.5mm
Displacement	248.6cc
Transmission	5-speed, wide-ratio
Primary drive	Straight-cut spur gear, 26:70 drive ratio
Final drive	13/50, 520 O-ring chain
Fuel capacity	3.2 gal.
Carburetor	Keihin PWK 39 semi-flat "D" slide
Ignition	SEM K11, 12V/130W, lighting coil
Frame	Chrome-moly, removable subframe, bolt-on sidestand
Fork	Conventional Marzocchi Magnum 45/ externally adjustable rebound/compression
Front travel	11.8 in.
Rake	27.7 degrees
Front brake	10.2-in. disc, double-piston hydraulic, organic pads
Front tire	Pirelli MT16 Garacross 3.00 x 21
Shock	Ohlins type 3A/Single, externally adjustable rebound/compression
Rear travel	13.6 in.
Rear brake	8.65-in. disc, single-piston hydraulic, organic pads
Rear tire	Pirelli MT16 Garacross 4.50 x 18
Seat height	37.2 in.
Wheelbase	58.4 in.
Ground clearance	15.2 in.
Suggested retail price	$5148
Claimed dry weight	224.8 lb.

Making

By Donn Maeda
Photos by Kit Palmer and Maeda

About this time each year, the editorial staff's mouths begin to water in anticipation of our annual 125cc MX shootout. What could be more fun? Hanging out at the tracks, playing on prepped and watered courses on four brand-new, state-of-the-art 125cc motocrossers - now that's what we call an assignment.

But while the riding part of the shootout comes easy, it's the later part that gives us fits. As usual, this year's crop of Japanese motocrossers are so close that rating the bikes and choosing a winner became an absolute task. Would it be the all-powerful Honda CR125? The rejuvenated, peppy Suzuki RM125? The all-around-good-guy Yamaha YZ125? Or the mean, green Kawasaki KX125? Unable to come up with concrete opinions through recollection alone, test riders completed detailed questionnaires in which they awarded points to each bike in several categories. In the end, the bike that earned the most points and topped the class was...

C'mon, now. It's not gonna be that easy. Read on, and find out which 125 we think is best.

POWER

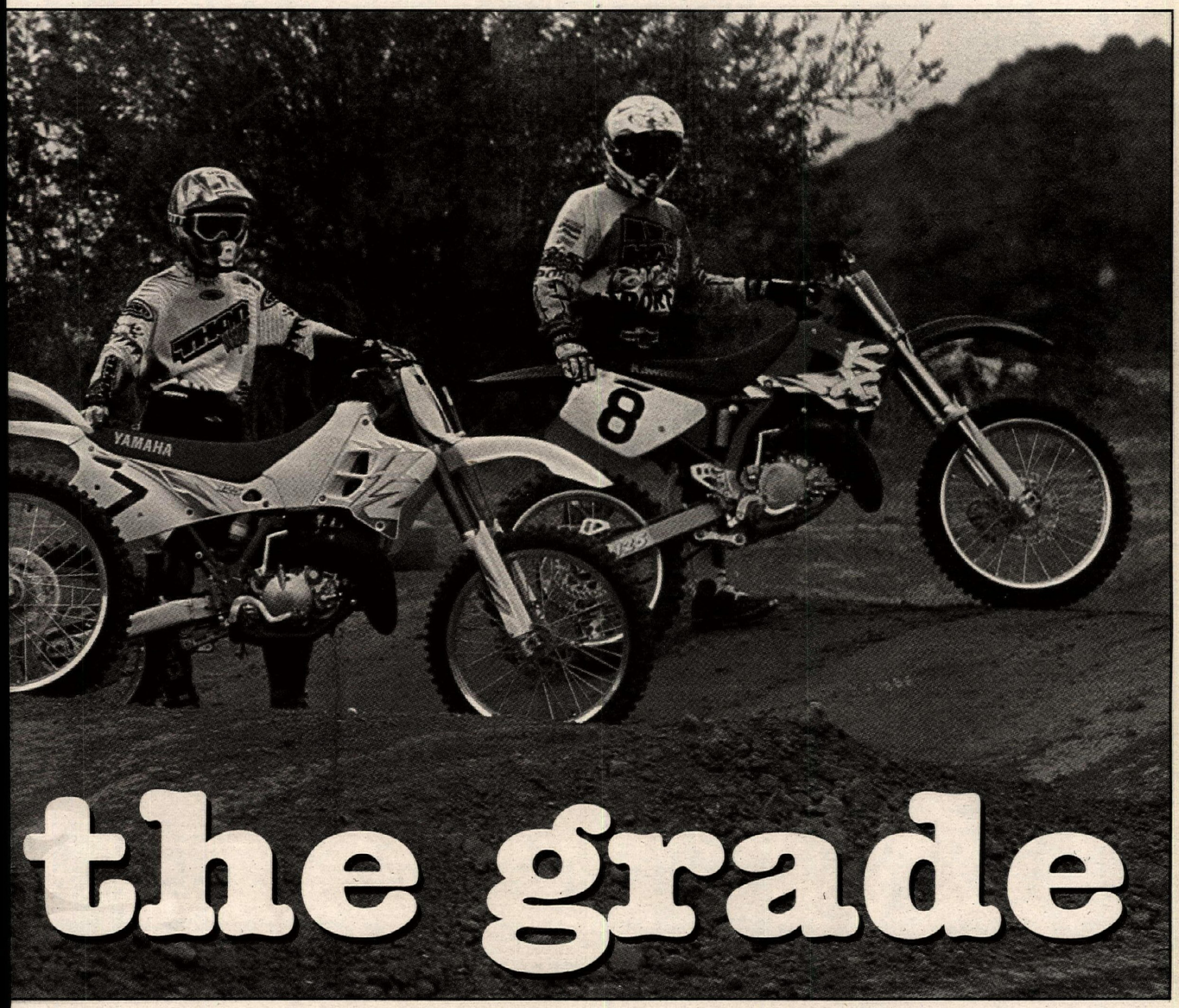
Without a doubt, the most important part of a good 125 is its engine. A fast motor is imperative in the tiddler class, as a lethargic bike will leave its pilot in the dust as soon as the gate drops. All four 125s feature crankcase induction, as the system produces a harder-hitting, more abrupt style of power than the cylinder-inducted design.

Even though it was left unchanged for '95, the Honda CR125 is the fastest, most-powerful motor of the bunch. Period. The CR hits hard and fast - power starts down low and pulls hard and long through the middle and top of the powerband. But while the CR is the fastest and hardest-hitting, it can also be the hardest to ride. On a loamy or tacky track, the CR is a blast - traction is the Honda's best friend. The Honda is equally at home on fast, wide-open tracks as it is on cut-and-thrust supercross courses. When the going gets dry, however, the Honda requires maximum attention from the rider. On hard-packed, slippery tracks, the motor can and will break the rear wheel loose if the rider is not disciplined. The CR engine favors an experienced rider, and may be a bit of a handful for beginners.

The Suzuki RM has a slower-revving feel than the Honda, but its power down low rivals that of the CR. The RM has a nice burst of power that pulls hard through the middle, but it tends to sign off a bit early. The Suzuki is fast - very fast - but don't count on revving out the engine. Shifting into the next gear is the key to success on an RM. Unlike the Honda, it is easy to maintain traction in the dry on the Suzuki. While it also loves tacky conditions, the RM works equally as well in blue-groove conditions. Beginners and novices will love the RM, but faster riders may wish for a bit more on top.

Kawasaki had some bad luck with last year's KX125. Instead of ripping and snorting, it popped and wheezed. This year's bike doesn't suffer from such maladies, however, and has a healthy spread of power that starts in the middle of the powerband and pulls healthily up top. The KX doesn't have much down low, and liberal amounts of clutch work are required to get the green bike going. From midrange on up, though, the KX comes alive and can be a rocket. Unlike the Suzuki and Honda, the KX doesn't feel as great when traction is abundant. As a matter of fact, it feels a bit on the slow side. Instead, it excels when the ground is dry and slick, as its powerband makes it easy to find traction, even when it seems non-existent. Beginners may have a bit of difficulty keeping the KX on the pipe, but experienced riders can make the KX engine sing.

Though not the fastest, the *Cycle News* test staff liked the Yamaha YZ's engine best. The best way to describe the YZ's motor is a kinder, gentler version of Honda's CR. Like the Honda, the YZ begins to produce power early on, and pulls hard and steadily well into the upper rev range - it just doesn't hit as



the grade

hard or rev quite as far. Midrange power is strong, and the bike works best when kept smack-dab in the middle. The YZ works just as good in tacky conditions as it does in the dry, and is easily the best-rounded motor of the bunch. All but the most experienced will be pleased with the Yamaha engine.

HANDLING

Though it received more-relaxed frame geometry than it has in the past, the Honda is still the quickest-handling of the four. Though the CR feels as if it has the shortest wheelbase, at 57.1 inches it isn't even close. That "honor" goes to the Suzuki, whose 56.5-inch wheelbase is by far the shortest. On fast tracks the CR feels a bit twitchy, but oddly enough, we never got the bike to shake its head. It just feels like it "wants to." In rough conditions, the CR seems to "seesaw" more than the rest, but it nevertheless manages to soak up the gnarliest sections with ease. Tight tracks favor the Honda, as no bike can cut and thrust as well as the red and purple machine. The Honda feels very much at home on Supercross-style courses, as its quick handling and instant power delivery fill the bill. An aggressive riding style is required of Honda pilots - no lazy riders allowed!

On the opposite end of the spectrum is the Kawasaki. Though it handles much quicker than older versions, the newest KX is still the most stable bike in the 125 class. With the longest wheelbase - 57.3 inches - the KX has the longest feel on the track, but still manages to turn as well as the rest. No, it won't carve inside a CR, but catching an inside line isn't as much a task as you might think. Rough tracks are hardly a challenge on the KX, as its neutral manners allow you to wheelie over most obstacles.

Like the Honda, the Suzuki feels short, but doesn't have the same twitchy feeling. Why not? Well, though it has the shortest wheelbase of the flock, the RM has a chopper-like feeling on rough straights. Under acceleration, the rear end of the RM squats and sends the front end skyward, but we'll elaborate more on the saggy rear end later. Cornering on the 'Zook is a breeze, as it can hug the inside as well as a Honda, and at the same time swing wide with the rest.

Once again, the Yamaha was our favorite. At 57.2 inches, the YZ's wheelbase is right in the middle of the range, and as expected, it is the bike with the most-neutral handling. Yamaha riders will feel equally at home on fast and tight courses, as the YZ gobbles up everything thrown its way with ease. Stable at speed, the white and purple bike can also cut and thrust with little effort. Unlike the CR and RM, the YZ doesn't become a handful when rider fatigue sets in. We love it!

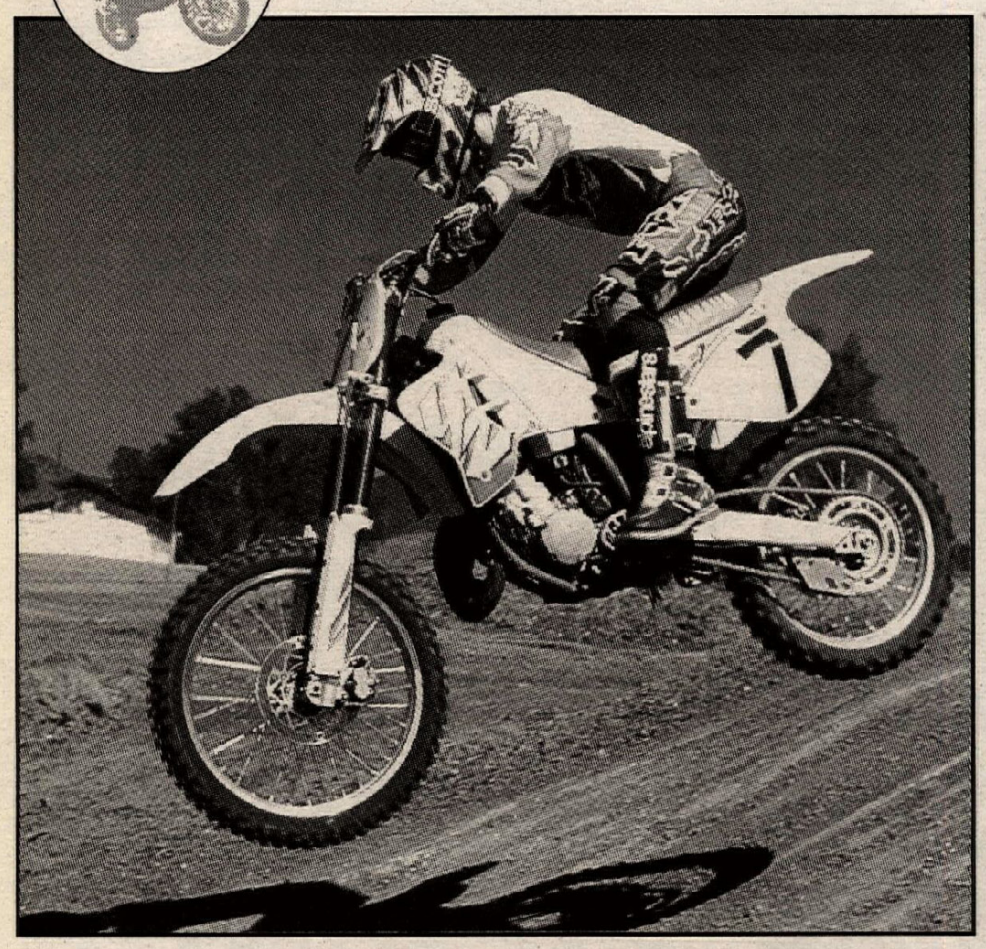
SUSPENSION

The Suzuki is the only 125 that comes fitted with Showa suspension components, as the Honda, Kawasaki and Yamaha are fitted with Kayaba units. And as expected, the Suzuki features the most-different technology as well.

Showa unveiled the Twin Chamber fork design last year, and this year's 125 fork comes with the same slippery inner coating that last year's 250 forks had. Front-end action on the RM is harsh at first, but once the forks are broken in they deliver a good ride. Initial travel is still a bit harsh, but the Showas do a great job of absorbing medium- to large-sized hits. Slap-down landings deliver an initial jolt to the rider's arms, but it takes quite a blow to bottom the Twin Chamber units.

While we were satisfied with the RM's forks, the Showa shock left us disappointed. Though it did a surprisingly good job of soaking up the bumps, the shock has an annoying tendency to sag under loads. As mentioned earlier, the rear end of the RM squats under acceleration. Turning the compression adjusters in to compensate for the sag only made the ride harsh. A stiffer rear spring is on our Christmas wish list. Aside from the sagging sensation, the RM handles pretty well. We were afraid that the sagging rear would pack up and begin to swap, but never encountered such a predicament.

With Kayaba suspension units on the rest of the field, one might expect that



If I were to choose one of the 125s to race for a season, it would be the Honda CR125. Why? Well, familiarity, for one. This year's CR125 feels just like last year's did, and as the winner of last year's 125 shootout, it was aboard the CR125 that I spent the majority of my time. In my opinion, the motor is the most important part of a 125, and there's no doubt that the Honda is king of the power department. As for the rest of the bike - I'll adapt to its quick handling characteristics in little or no time at all.

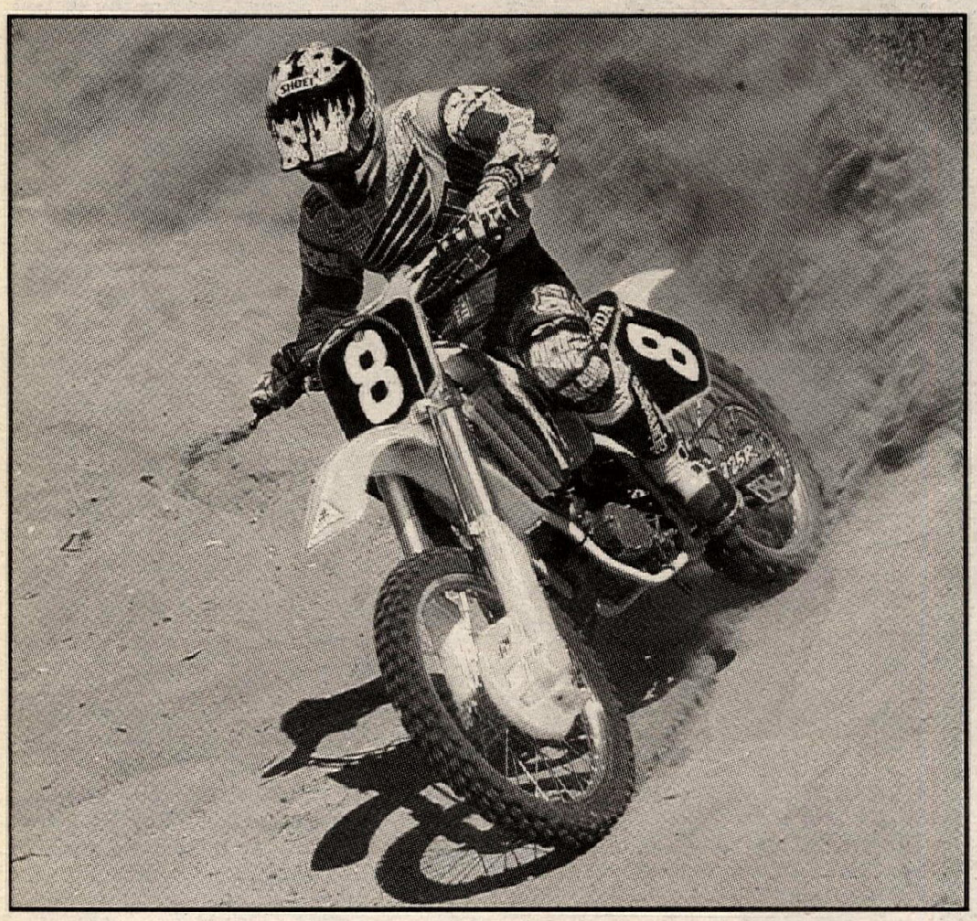
Sure, I liked the Yamaha. As a matter of fact, I voted for the YZ as winner of our shootout. The Yamaha has good power and does everything else well - I have absolutely no complaints about the YZ. So why wouldn't I pick the Yamaha to race? Well, though it's the most well-rounded 125 available, it's the killer hit of the Honda that has me hooked. I'm sure, though, that with a bit of modification, the YZ can be a CR-killer. Stay tuned for an upcoming project article!

But what about the Kawasaki? Well, I could very easily live with the Kawasaki also. When you think about it, all the KX really lacks is a better burst of power. Though this is a stock-bike shootout, I must admit that I have tried a Bill's pipe on the KX, and it made a world of difference. In all honesty, I felt as if I were on a green Honda. The Kawasaki has some serious potential.

And then there's the Suzuki. Though I was convinced that I couldn't live with the RM, I sat scratching my head when it came time to take lap times on each of the bikes. While riding the RM I missed a few lines and failed to clear several tabletop jumps, but was quite startled to see my results. It was aboard the RM that I circulated the track fastest!

Go figure.

Donn Maeda



(Above left) The Yamaha was our favorite 125 of 1995. Though it's not the fastest, its strength lies in its overall versatility.
(Left) The undisputed horsepower king is the Honda CR. Faster riders will like the red bike best.

all three bikes should have similar rides. Not so! The Kawasaki has the stiffest, tallest feel. In stock condition, the KX has a "stinkbug" feel - the forks feel soft and the shock feels stiff. A few clicks on both ends level out the bike, and the KX delivers the typical stable, cushy ride that has become expected of the green machines. Square-edges and potholes are soaked up predictably, and thanks to the long wheelbase, long whoop sections are easily tackled. The tall feeling does, however, make it difficult to lean the bike over in deeply rutted corners.

This year, the Honda comes adequately sprung for advanced riders. In past years, the CR has handled well, but suffered from spring rates that were too soft for aggressive riding. This year, however, the Honda's Kayaba fork and shock come set up for a faster crowd, and may feel a bit harsh for slower racers. Though not as plush on small bumps as some of the other bikes, the Honda excels when the going gets rough, or when the pace is upped. Stiffer initial valving allows the suspension to ride higher in its range of travel, resulting in better performance on medium- to large-sized hits. As mentioned before, lazy riders may be caught off guard by the Honda's stiffer settings and quick handling characteristics, but hard-chargers will love the Honda.

Yamaha has again found a happy medium. Though its suspension travel is only a tad shorter than the competition's, several testers felt a "low-riding" sensation while riding the YZ. Not that it was a bad thing - while the CR and KX have tall and tippy feels, the YZ feels low and stable. Riders felt comfortable with the low sensation, as it didn't translate into repeated bottoming of the suspension.

Thanks to the lower ride, the YZ settles nicely into deeply rutted corners, and at the same time has the KX's stable feel in long whoop sections. Unlike the Honda, the YZ never has a "seesaw" feel. Our only complaint was that the Kayaba fork deflected a handful of times when challenged with a square-edged hole.

OTHER STUFF

The Honda is the king of the brake category. Thanks to its unrivaled front binder and impressive rear unit, the CR is head and shoulders above the rest. The Kawasaki's front brake feels a bit

Bits and pieces

Several rear fender bolts vibrated loose and fell out of our **Yamaha YZ**. Keep an eye on them.

When bent in a crash, the clutch and brake levers on the **Kawasaki KX** are irreparable. Trying to bend them back will leave you with a snapped-off nub. Buy extras.

The **Suzuki RM** seat turns a beautiful shade of brown after a day of riding. The cover also tears easily, under the abuse of knee braces.

The **Honda CR** looks great when new, but can quickly go to pot. The fluorescent-orange fenders turn white when bent, and the purple stickers in the gas tank are easily scratched off. Trying to remove the remains, however, is quite a task.

Like the Honda, the white plastic of the **Yamaha YZ** is tough to keep clean. Contact cleaner, a Scotch Bright scouring pad and liberal amounts of elbow grease work best.

All four bikes feature **solid-mounted handlebars**. While we love the fact that the bars aren't tweaked sideways after small tip-overs like they are with rubber mounts, you may spend more money replacing bent handlebars. Plus, switching to Pro-Tapers requires a new triple-clamp.

The **Honda CR** comes fitted with the best stock grips, but we trimmed the top ribs off of all four bikes' grips. Hey guys, why not supply the bikes with half-ribbed grips in the first place? The KX and RM have the right grip "welded" to the throttle tube, making grip changes a nightmare.

The full-coverage radiator shrouds of the **Suzuki RM** and **Kawasaki KX** look great and are easily replaced, but at the same time make filling the gas tank a hit-and-miss guessing game.

The **Honda CR** has the best levers. Not only are they comfortable, they can be bent back into shape as well.

The **Suzuki RM** is the only bike to come stock with a two-piece air filter.

Praises to **Honda** and **Suzuki**, who have hefty, 10mm bolts holding down their seats. The wimpy 8mm bolts on the Kawasaki and Yamaha are easily stripped.

All four bikes come fitted with **wide footpegs**. Kawasaki's appear the beefiest, while the Honda's have three rows of ribs that really grip the rider's boots.

The silver-painted swingarm on the **Kawasaki KX** looks terrible as soon as it becomes scratched. The aluminum piece is primed with black paint before the silver is applied, and the black shows through when worn. The Yamaha YZ swingarm is also painted silver, but not primed with black paint.

The **Honda CR** has the smallest silencer. It is also the loudest, and needs repacking the soonest.

The **Yamaha YZ** gas-tank cap stinks. It's small, hard to get a grip on, and the threads always feel as if they're being crossed. The Yamaha is the only bike to come stock with a one-way valve in the gas-tank breather tube.

The **Honda CR** is the only bike with no accommodations for the rider's hand when lifting it onto a stand. The Kawasaki and Yamaha have hand holes in the sidepanels, while the Suzuki's rear fender has a nice thick section to support the weight of the bike. The Honda's fender feels as if it could slice you fingers off. Maybe they expect you to use your triangle stand forever.

The **Yamaha YZ** is the only bike to come stock with a crossbar pad.

This one's easy. Even though I spent the least amount of time riding the 125s as compared to the rest of the CN staff, I had no problems choosing the Yamaha as my favorite. To me it was the easiest to ride, had the best *all-around* motor - maybe not the fastest but close enough - had the best out-of-the-crate suspension, and its overall handling was as good as any of the others. It's the kind of bike you can just hop on and ride fast.

The bottom line is that the Yamaha just feels right.

I also enjoyed the Kawasaki. Overall, it feels good but could use a better hit off the bottom. The lack of bottom-end grunt got me into trouble a few times. Still, I could live with the KX quite happily.

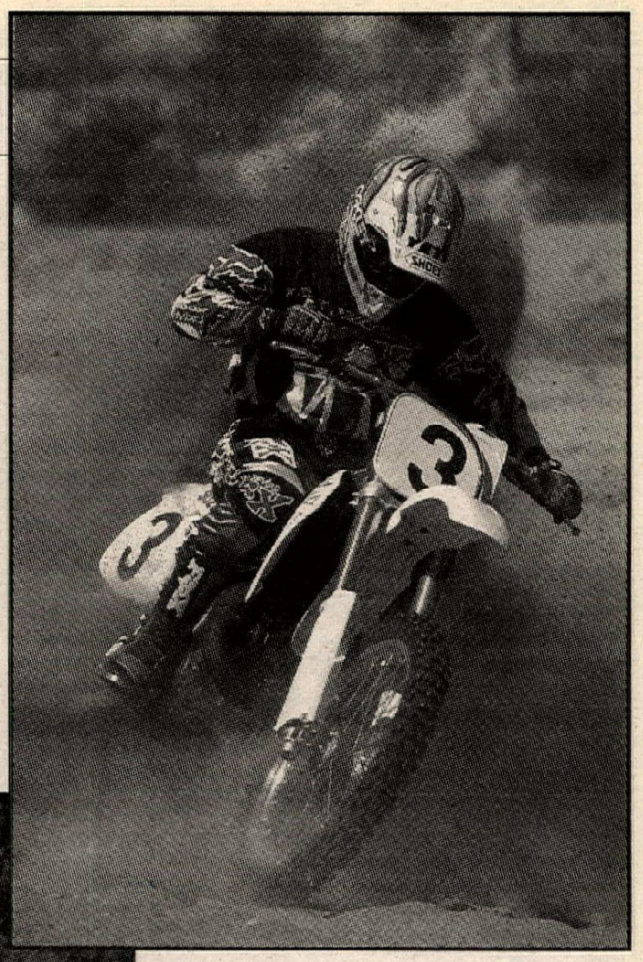
Despite the fact the Suzuki didn't fare well with our point system, I could live in harmony with the RM, as well. The motor simply rips and the suspension is good, but I really don't get along with the RM's ergos. Suzuki needs to raise the back end to give it a more balanced and level feeling. Otherwise, the Suzuki performs well. It just takes a little getting used to.

Surprisingly, the Honda doesn't do much for me this year. While it does have an outstanding motor, I just couldn't get in sync with the CR as a whole. The suspension is okay, it handles well, but I just didn't feel all that comfortable on the Honda. All in all, I do believe it's a very good motorcycle, but for now, I'd just as soon race the Yamaha.

Kit Palmer

mushy, and requires regular bleeding to deliver optimum performance. One tester complained that the KX's rear brake felt like a toggle switch - it was either on or off. The Suzuki and Yamaha were both fitted with adequate binders - nothing to complain about, yet nothing to praise.

Ergonomically, we found the YZ the easiest to adapt to when jumping from bike to bike. The Yamaha has a neutral feel that just "feels right," while the others each have their distinct personalities. The KX feels tall and long. Though not offensive, one tester said that the layout of the KX felt like riding "the box that bicycles come in." The Honda has a neutral feel, but its handlebar bend is awkward. Adjusting it forward gives a tall feeling, and setting it in the middle makes it feel too low. The Suzuki was disliked by all but the shortest tester. Thanks to a low seat that dips in the middle section, it was tough for most riders to make the transition from sitting to standing. The RM is also the widest in the midsection.



(Right) The Suzuki RM has a healthy powerband that packs quite a punch down low and in the middle. A squatty rear end was disliked by all testers. (Below) The Kawasaki is the slowest of the bunch, but is one of the best handlers. The engine does, however, have lots of potential.

The story of this shootout can pretty much be told in my lap times - they were nearly identical on every bike. I felt faster on some, but the clock doesn't lie.

While I can go equally fast on all the bikes, the Yamaha is *easy* to go fast on.

I like the YZ125 best, simply because it doesn't do anything wrong. The motor, suspension and handling are all at or close to the top of the class. It's nice and neutral, and immediately feels comfortable - no adaptation required. Even the bars are good.

The KX is also quite nice, offering good suspension and good handling. I actually feel the most comfortable with the green machine's ergonomics, but too much clutch work is required to keep it going fast; the YZ's broad powerband makes the difference.

Both the CR and the RM feel weird to me. The pegs feel too far back on the Honda, while the Suzuki feels like a quick-steering chopper (if that's possible). Still, both are competitive packages. I'd probably opt for the 'Zook over the red bike, since it seems to be a hair better in every department. The Honda's suspension is better than last year, and still isn't bad, but the RM's Twin Chamber fork seems more versatile. And the CR may have more power, but horsepower charts don't always apply in the real world. On the RM, I could miss lines and still equal my fast lap times on the CR. On neither bike did the odd feel affect my lap times, and I'm sure I would adjust to both over time.

Why adjust, however, when Yamaha sells what I'm looking for right off the showroom floor? I could race the YZ stock, and I'm sure modifications would improve it even more. In two short years, Yamaha has gone from worst in class to A+ student. They're serious about motocross, and it shows.

Chris Jonnum

THE VOTES ARE IN

When the points were tallied, one bike rose above the rest. And yes, it was the bike that we all expected: the Yamaha YZ125. Though it's not the fastest bike, the YZ is the easiest to ride in a variety of track conditions. Aside from the rather lame-looking graphics, we found nothing objectionable about the white and purple bike. Looks like the "YZ Warriors" did their job well.

But what about the rest? The Honda and Kawasaki finished second and third, respectively, separated by only a handful of points. The Suzuki was a distant fourth in the points race.

But does that mean that the Honda, Kawasaki and Suzuki stink? Not a chance! All three bikes have their strong and weak points, and in the hands of the right rider, all can be winners. The next time you go to a motocross race, check out the starting gate when the 125cc class lines up. In the 250 and 500cc classes, a stock bike isn't an uncommon sight, but a bone-stock bike in any 125cc class is a rarity. With only a few modifications, any of the four 125s can be transformed into completely different machines.

Trust us - we've already started on our 125 project bikes! CN

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.

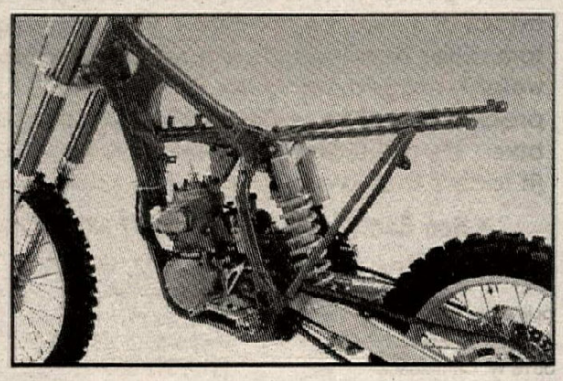
	Honda CR125R	Kawasaki KX125	Suzuki RM125	Yamaha YZ125
List Price	$4299	$4449	$4249	$4249
Displacement	125cc	124.8cc	124cc	124cc
Engine type	Liquid-cooled, single-cylinder two-stroke	Liquid-cooled, single-cylinder two-stroke	Liquid-cooled, single-cylinder two-stroke	Liquid-cooled, single-cylinder two-stroke
Bore x stroke	54 x 54.5mm	54 x 54.5mm	54 x 54.5mm	54 x 54.5mm
Compression ratio	8.8:1	N/A	8.0-9.1:1	9.0-11:1
Carburetion	38mm Keihin flatslide	35mm Keihin PWK	36mm Keihin PWK	36mm Mikuni TMX
Ignition	CDI	CDI	PEI	CDI
Transmission speeds	6	6	6	6
Starting system	Kick	Kick	Kick	Kick
Fuel capacity	2.0 gal.	2.2 gal.	2.0 gal.	2.0 gal.
Wheelbase	57.1 in.	57.3 in.	56.5 in.	57.2 in.
Seat height	37.4 in.	37.4 in.	37.8 in.	39.3 in.
Front tire	80/100x21	80/100x21	80/100x21	80/100x21
Rear tire	100/90x19	100/90x19	100/90x19	100/90x19
Front wheel travel	12.2 in.	12.2 in.	12.2 in.	11.8 in.
Rear wheel travel	12.6 in.	13 in.	12.8 in.	12.4 in.
Front brake	Disc	Disc	Disc	Disc
Rear brake	Disc	Disc	Disc	Disc
Final drive	Chain	Chain	Chain	Chain
Claimed dry weight	193 lbs.	191 lbs.	194 lbs.	193 lbs.

1995 MOTOCROSS

YZ250

INTENSE

Every season, the really serious racers get their new 250's, take them home—tear them apart—and trick them out. It's just the standard routine that racers go through. Bad news guys—you can't do that anymore. • You see, we took the YZ250, and rather than take it home, we took it to the factory. Tore it apart. And really tricked it out. • We started with the engine, adding a resonator box to the Power Valve system and used a Keihin carburetor which gave the motor a harder hit in the mid-range portion of the powerband to give you more pulling power out of the corners. We changed the intake manifold radius and reed valve system for improved air flow. Even the airbox passageway got boosted, so the YZ250 can take bigger oxygen gulps. And we changed the internals of the Power Valve for more control and a longer, wider power hit. Then we topped it off with a stronger ignition system that generates higher voltage at the spark plug. We even dove into the transmission and figured out a way to make it shift crisper. • The next stop was handling and suspension. We went into the Racing Department and borrowed their fork design that features the new mid-range travel valve. It boosts the suspension's mid-stroke performance (where your forks work the hardest). Then we slipped in a larger shock piston and ring set-up. Finally, we changed the steering head angle, tucked it in a tad for quicker steering, then changed the triple clamp offset to provide just the right balance between precise steering and straight-line stability. • From there we moved onto improving the brakes. The front now has new pads for a more positive feel, while the rear got a new stainless steel rotor and a new caliper guard. And since the wheels were off anyway, we designed a new spoke set-up to give you more time between maintenance intervals. • The last thing we did was brighten the color a little bit. Didn't make it faster—but it looks cooler. • Sorry about taking all that hop-up, trick-out stuff away from you—we just couldn't resist doing it ourselves. •



It's living large in the high rev range—the 125 class—a world of wide open throttle, lots of clutching and a billion shifts per lap. The smallest mistake can instantly drop you back six positions—and the slightest edge can be the difference between grabbing a trophy and going home with a handful of excuses. In 125 racing, the only way to stay ahead is to keep getting better. Introducing the 1995 YZ125. It's this season's hottest screamer. • The square bore engine, which debuted last year, has received numerous performance improvements for the 1995 roosting season. There's a repositioned Power Valve that works with the re-shaped exhaust ports. Plus it has a bigger carburetor, a larger air cleaner, an enlarged intake boot and a smoother fuel intake tract. It delivers better, stronger power. • The YZ125 still hits hard—very hard—but now the additional power boost gives you more usable power to point and shoot with. • 125 Pro riders know that when you're totally on the gas, you can't back off just because of gnarly racetrack bumps. This year's YZ125 suspension is fine-tuned to keep you ahead of the wolves and out of the banners. The front forks have received a new mid-stroke damping valve (tested and proven on the works bikes) for better performance when the forks are battling the bumps in the mid-stroke range—where your suspension works the hardest. • The rear shock has a larger piston, piston ring and a top bearing Teflon sheath for increased suspension durability. It's a suspension package that isn't going to let you down or fade away on the closing laps. • Since the YZ125 now goes faster, it made sense to make sure it stops better too. There's new front brake pads that delivers stronger, more controllable braking and incredible "finger feedback." The rear wheel sports a new stainless steel disc brake for higher heat resistance and longer life. • The 1995 YZ125. It goes faster. It rides smoother. It stops better. •

YZ125

PRECISE

YAMAHA

The 80 class used to be a place where riders got their first taste of what "real racing" was like. Not anymore. Now there's kids making an impressive living in the pro class—even though they're years away from getting a driver's license. Yup—the 80s have gotten real serious. And the YZ80 consistently leads the pack, with the most sophisticated, hardest-hitting package available. • It's a highly successful, exceptional performing 80cc machine that consistently gets to the checkered flag first. Don't kid yourself: this so-called "mini bike" is jam-packed with wide open high tech goodies. It screams along with a liquid-cooled, six-speed, crankcase reed induction engine that sports an inclined cylinder for smoother intake. The cylinder walls are impregnated with ceramic composites—same kind of thing the space shuttle uses—for better heat dissipation and longer life. • Since it lives in the million RPM range most of its life, the clutch is exceptionally strong. The 1995 YZ80 now has seven friction and six steel plates, plus five springs instead of four. Go ahead and blur the left lever—it won't go mushy on you. • The YZ80 was the first bike in the class with inverted front forks for soaking up the bumps and making steering more precise. This season the forks are even better with the addition of fully adjustable rebound and compression damping settings, identical to the larger machines, for more precise, track-specific suspension tuning. In the rear is a rising-rate link-type single shock with preload, compression and rebound adjustments. All of it with almost 11 inches of travel—front and rear. • The YZ80 is tied together with a slim, reinforced frame, designed with supercross-style tracks in mind. It even has a trick steering head with tapered top and bottom roller bearings—plus a removable rear subframe. And there's a lightweight, rugged swingarm that helps give the YZ80 its legendary quick, precise handling. • The 1995 YZ80. It's not what you might call "a mini-bike." It's a full blown, wide-open, high-tech weapon that just happens to fit racers that are a little on the small side. •

YZ80 DOMINATE

• See Each 1995 YZ at these Participating Yamaha Dealers

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PHOENIX
Apache Yamaha
3618 W. Camelback
Phoenix, AZ 85019
(602) 973-5111

• CALIFORNIA •

ANAHEIM
Anaheim Yamaha
616 E. Ball Road
Anaheim, CA 92805
(714) 563-1700

BEAUMONT
Beaumont Yamaha
680 Beaumont Ave.
Beaumont, CA 92223
(909) 845-4882

BELLFLOWER
Bellflower Yamaha & Watercraft
10401 Alondra Blvd.
Bellflower, CA 90706
(310) 925-5097

ESCONDIDO
North County Yamaha
1315 Las Villas Way
Escondido, CA 92026
(619) 432-9501

HOLLYWOOD
Hollywood Motorcycles
1339 N. Highland Ave.
Hollywood, CA 90028
(213) 962-5522 - (818) 845-1910

LAGUNA NIGUEL
Mission Yamaha
27622 Camino Capistrano
Laguna Niguel, CA 92677
(714) 582-0351

LEBEC
Hang Time Yamaha
251 Frazier Mtn. Park Road
Lebec, CA 93243

NATIONAL CITY
South Bay Motorsports
1 W. 35th Street
National City, CA 91950
(619) 420-2300

ONTARIO
Montclair Yamaha Inc.
11195-1 Central Ave.
Ontario, CA 91762
(909) 628-4748

REDONDO BEACH
Del Amo Yamaha
1512 Aviation Blvd.
Redondo Beach, CA 90278
(310) 372-8891

SAN DIEGO
El Cajon Yamaha Motorsports Center
660 El Cajon Blvd.
San Diego, CA 92120
(619) 442-0941

SAN DIEGO
Fun Bike Center
4689 Convoy St.
San Diego, CA 92111
(619) 278-6635

THOUSAND OAKS
Thousand Oaks Yamaha
2388 E. Thousand Oaks Blvd.
Thousand Oaks, CA 91360
(805) 497-3765

TORRANCE-LOMITA
T & O Yamaha
24020 Narbonne Ave.
Torrance-Lomita, CA 90717
(310) 534-2311

TUJUNGA
Foothill Yamaha
7139 Foothill Blvd.
Tujunga, CA 91042
(818) 352-7897

VENTURA
Yamaha of Ventura
3059 E. Main Street
Ventura, CA 93003
(805) 653-5884

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Cycles West Inc.
10625 W. I-70 Frntg. Rd. No. #3
Wheat Ridge, CO 80033
(303) 423-8100

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Willow's
1555 Highland Ave. (Rt. 10)
Cheshire, CT 06410
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BEAR
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Bear, DE 19701
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Riva Yamaha
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Pompano Beach, FL 33064
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West Palm Beach, FL 33409
(407) 683-1642

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Canton, GA 30114
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11270 Elkins Road
Roswell, GA 30076
(404) 442-8460

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Sportland Yamaha
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611 N. Milwaukee Ave.
Libertyville, IL 60048
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2105 Laporte Rd.
Valparaiso, IN 46383
(219) 462-6911

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PHILLIPSTON
Cycle Design
Route 2A
Phillipston, MA 01331
(508) 249-2244

• MICHIGAN •

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Powers Motor Sports
11995 W. Maple Island
Fremont, MI 49412
(616) 924-1924

HILLSDALE
Winners Circle Yamaha
1360 Bankers Road
Hillsdale, MI 49242
(517) 437-7513

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Bright Yamaha
3954 Dix
Lincoln Park, MI 48146
(313) 382-1220

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BURNSVILLE
Burnsville Yamaha
1608 West Hwy 13
Burnsville, MN 55337
(612) 882-1020

• MISSOURI •

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Surdyke Yamaha Racing
1305 Hwy. 61
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J & W Cycles
Hwy. 47 South
Washington, MO 63090
(800) 748-8098

• NEW JERSEY •

HAMPTON
Motion Enterprises
629 White Horse Pike
Hammonton, NJ 08037
(609) 561-8181

LODI
Bergen Yamaha
30 Route 46 East
Lodi, NJ 07644
(201) 241-0100

PLEASANTVILLE
Motion Enterprises
2907 Fire Road
Pleasantville, NJ 08232
(609) 645-8181

RAMSEY
Yamaha of Ramsey
995 Rt. 17 South
Ramsey, NJ 07446
(201) 825-3333

SUSSEX
Sussex Motorsports
446 Route 23, P.O. Box 385
Sussex, NJ 07461
(201) 875-5400

• NORTH CAROLINA •

HENDERSON
Brewer Cycles Inc.
Henderson, NC 27536
(919) 492-8553

SHELBY
Shelby Motorsports
1715 E. Dixon Blvd.
Shelby, NC 28152
(714) 482-5946

• OHIO •

ATHENS
Athens Sport Cycles Inc.
165 Columbus Road
Athens, OH 45701
(800) 592-4464

LANCASTER
Lancaster Sport Cycles
1830 Old Logan Road
Lancaster, OH 43130
(800) 767-7394

SPRINGFIELD
Competition Accessories
345 W. Leffel Lane
Springfield, OH 45506
(800) 543-3535

TOLEDO
Yamaha East
1230 Conant Street
Toledo, OH 43537
(419) 891-1230

• OREGON •

KLAMATH FALLS
Yamaha of Southern Oregon
2977 Washburn Way
Klamath Falls, OR 97603
(503) 884-6500 (800) 610-6501

TIGARD
Beaverton Yamaha
10380 SW Cascade Blvd.
Tigard, OR 97223
(503) 684-6600

• PENNSYLVANIA •

ALLISON PARK
Gibsonia Cycle Center
4684 Rt. 8
Allison Park, PA 15101
(412) 487-2803

LANCASTER
B & B Sales & Service
791 Flory Mill Road
Lancaster, PA 17601
(717) 569-5764

• SOUTH DAKOTA •

SIOUX FALLS
Elliott Sports Center
1117 W. 11th Street
Sioux Falls, SD 57104
(605) 336-2030

• TEXAS •

AMARILLO
Sharp's Motorsports
4413 I-40 East
Amarillo, TX 79104
(806) 373-3053

• UTAH •

SANDY
South Valley Motorsports
248 West 9240 South
Sandy, UT 84070
(801) 566-9345

• VIRGINIA •

FREDERICKSBURG
Fredericksburg Motor Sports
390 Kings Hwy.
Fredericksburg, VA 22405
(703) 899-9100

To continue enjoying the thrill and fun of motorcycling, we must continue to do our part and ride responsibly. Always remember to review your Yamaha Motorcycle Owner's Manual before you ride. Check all your equipment, always wear an approved helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Keep your bike well-maintained. Never ride a YZ on paved surfaces or public roads; never carry passengers; never engage in stunt riding; avoid excessive speed. Provide parental supervision when a motorcycle is being operated by a minor. Beginners should be extremely cautious and allow extra time and distance for maneuvering and braking. Always ride well within the limits of your abilities, never beyond them. Please be responsible and "tread lightly." Do not drink and ride. It is illegal and dangerous. Professional riders depicted on a closed course. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF course, please call 1-800-447-4700.

YAMAHA

Jorgenson dethrones Carr

By Mindyz Mac and Donn Maeda
Photos by Mindy Gonzales

LODI, CA, OCT 23

Never mind that he was the 1992 Grand National Champion. *Who cares* if he's a member of the factory Harley-Davidson dirt track team. *So what* if he's won 31 Grand Nationals and is the defending 100cc National Champion.

Any of these thoughts could have been going through the mind of 12-year-old Toby Jorgenson, but after a race-long battle with Chris Carr - in which he emerged victorious - all the youngster could say was, "It was sure neat to race with Chris Carr."

What race was this, you ask? The 3rd Annual 100cc National, co-promoted by Engines Only and the Lodi Motorcycle Club. What track? None other than the Lodi Motorcycle Bowl, the Northern California venue that Carr cut his teeth on in the early stages of his career. The bikes? Highly modified Honda XR100 mini bikes. A typical race machine entered in this fun event is bored out to a maximum of 150cc, has a hot cam, a trick pipe and modified suspension.

Big boys with trick toys, to say the least. Joining Jorgenson and Carr in the Expert class were former 250cc World Champion John Kocinski, newly crowned 250cc National Champion Rich Oliver and Mr. XR100 himself, Engines Only President Frank Nye.

Nearly 200 entrants showed up for this year's event, and classes for racers of all sizes, age and ability were featured. The proceeds from the race were donated to the Ride for Kids Foundation, which raises money for the fight against pediatric brain tumors.

The first five-lap heat race saw Nye grab the holeshot aboard his self-tuned machine. Nye was followed by Shawn Raggio, Nathan Wait and Carr. Wait lost his front end in the right-hander and hit the dirt, nearly taking Carr with him. Carr was momentarily relegated to fifth, but the number-one-plate bearer was quickly back up into second by the third lap. Carr set his sights on Nye and made the pass for the lead on the last lap as they negotiated the jump. All Nye could do was wave as Carr zipped by and on to victory. Reggio held on for third, while Tony DeHerrera and Rob Damron rounded out the top five direct transfer positions.

Jorgenson gave the fans a preview of things to come in the second heat. Jorgenson grabbed the holeshot and posted

(Above) Third-placed Rod Spencer, winner Toby Jorgenson and runner-up Chris Carr cut loose in winner's circle. (Left) Chris Carr (1), Rod Spencer (7R), John Kocinski (19), Rich Paul Iwanaga (53), Toby Jorgenson (3) and Frank Nye (4) sat on the front row at the start of the 25-lap National.

a wire-to-wire victory over Kocinski, who was mounted aboard Nye's spare bike. Kocinski looked like a veteran dirt tracker as he flicked his 100 into the corners, but he was still no match for Jorgenson. Team Undo's Brett Landes was a close third, while Oliver finished a respectable fourth. John Hlebo III nabbed the last transfer.

In the third heat, Former Grand National competitor Rod Spencer showed that although he currently races sprint cars, he still knows how to slide a bike. Spencer raced to a runaway win over Paul Iwanaga, Dominic DeMario, Jack Jenson and Gary Rogers.

Two semifinals helped round out the field for the 18-rider main event. Former Grand National Dirt Track Manager Jerry Kennedy was on hand, serving as the starter.

When the green light flashed at the start of the 25-lap National, Jorgenson jumped into the lead and immediately tried to put distance on Carr. Things looked set for a great rematch, as Carr was the winner of last year's event, while Jorgenson finished second.

By the second lap, the duo had already pulled well clear of the rest of the field.

Kocinski, meanwhile, found himself on the ground after falling off his bike in the early going. Too bad, as he had been running near the front of the pack.

By the fifth lap, Jorgenson still held onto a good lead but Carr, who was fast through the infield, looked as though he would mount a challenge. But each time Carr got close to Jorgenson, the youngster would drive even harder off the corners and pull away.

Behind the lead pair, Spencer was holding down a solid third, though he was being left further and further behind by the leaders. Landes motored into fourth, overtaking Nye, who was foiled by Kocinski, who was a lap down.

"John pulled out on the track right in front of me," said Nye, with a laugh. "I almost threw it down, but I managed to save it. Then I got a flat rear tire near the end of the race."

Oliver sat sixth, and for a moment seemed to challenge Nye. Oliver's charge was cut short, however, as he lost his front end and crashed back to 10th while trying to pass Nye.

The running order remained the same until the 15th lap. At that time, Carr reeled in Jorgenson and the two began to swap frame paint in the tight hairpin turn. Lapped traffic proved to be Carr's demise, as Jorgenson seemed to weave through the backmarkers with relative ease, while Carr was momentarily hung up.

By lap 23, Jorgenson and Carr had lapped all but Spencer and Landes. Carr did all he could in the remaining laps, but when the checkered flag came out, it was Jorgenson who remained the leader. Carr was second, while Spencer nabbed the third and final podium position. CN

Lodi Cycle Bowl
Lodi, California
Results: October 23

EX: 1. Toby Jorgenson (Hon); 2. Chris Carr (Hon); 3. Rod Spencer (Hon); 4. Brett Landes (Hon); 5. Frank Nye (Hon); 6. Dominic Demario (Hon); 7. John Hlebo III (Hon); 8. Mark Corsetti (Hon); 9. Paul Iwanaga (Hon); 10. Rich Oliver (Hon); 11. John Kocinski (Hon); 12. Paul Bergstrom (Hon); 13. Troy DeHerrera (Hon); 14. Brandon George (Hon); 15. Robert Damron (Hon); 16. Shawn Raggio (Hon); 17. Jack Jensen (Hon); 18. Gary Rogers (Hon).

P/W STOCK C: 1. Allen Kenyon (Yam); 2. Kristen Jorgensen (Yam); 3. Mike Rush (Yam); 4. Matt Tuckett (Yam); 5. Nick Young (Yam).

P/W STOCK A/B: 1. Anthony Houser (Yam); 2. Corey Eaton (Yam); 3. Derrick Ponton (Yam); 4. Ryan Kuntz (Yam); 5. Scott Meyer (Yam).

P/W MOD B/C: 1. Allen Kenyon (Yam); 2. Ryan Kuntz (Yam); 3. Derrick Ponton (Yam); 4. Perrie Acierto (Yam).

P/W MOD A: Stewart Barber (Yam); 2. Anthony Houser (Yam); 3. Corey Eaton (Yam); 4. Scott Meyer (Yam); 5. Bradley Hiler (Yam).

80 A/B: 1. Toby Jorgensen (Hon); 2. Brandon George (Hon); 3. Tony Meiring (Hon); 4. Daniel Jenkins (Kaw).

100 C: 1. Jason Jensen (Hon); 2. Scott Marcus (Hon); 3. James Geer (Hon); 4. Frank Nye (Hon); 5. Scott Corsetti (Hon).

100 B: 1. Anthony DeMario (Hon); 2. Phil Cascio (Hon); 3. Jason Stefani (Hon); 4. James Ingoglia (Hon); 5. Larry Spektor (Hon).

100 VET B/C: 1. Phil Cascio (Hon); 2. James Ingoglia (Hon); 3. John Grant (Hon); 4. Eric Larson (Hon).

VET A: 1. Frank Nye (Hon); 2. Richard Oliver (Hon); 3. Jack Jensen (Hon); 4. Troy DeHerrera (Hon); 5. Joe Carrera (Hon).

100 0-16: 1. Toby Jorgensen (Hon); 2. Shawn Raggio (Hon); 3. Tony Meiring (Hon); 4. Jason Jensen (Hon); 5. Kenneth Holland (Hon).

100 ADULT: 1. Chris Carr (Hon); 2. Frank Nye (Hon); 3. Richard Oliver (Hon); 4. Anthony Demario (Hon); 5. Jack Jensen (Hon).

OPEN A: 1. Daniel McDonnell (W-R); 2. Paul Iwanaga (Hon); 3. William Rider (Hon); 4. Robert Seay (Rtx); 5. Michael McDonnell (H-D).

(Top) Young Toby Jorgenson spanked all comers, including former Grand National Champion Chris Carr. (Middle) Former 250cc World Champion John Kocinski (19) was a contender until a crash relegated him to a mid-pack finish. (Above) Co-promoter and Engines Only President Frank Nye shares a laugh with defending 100cc National Champion Chris Carr.

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Round 5: Muddy Creek Raceway

Brown knows Muddy Creek

Honda of Troy's Mike Brown moved one step closer towards the Fall Classic title with a win at Muddy Creek Raceway.

By Nate Rauba

BLOUNTVILLE, TN, OCT. 22-23

It's been a very good year for Mike Brown.

He won his first-ever 125cc supercross main event in the Silverdome earlier this season and went on to finish fourth in the Eastern Regional Supercross Series. He ended up 11th in the 125cc Nationals, a personal best, and earned a team ride from Honda of Troy.

Brown returned home to Muddy Creek Raceway in northeastern Tennessee for round five of the AMA Fall Classic Series and extended his 250cc/Open class points lead by winning both motos. The victory was his third of the six-round series and his sweep put him in prime position to lock up his first major professional title. Brown's Honda of Troy teammate, Todd DeHoop, runner-up in both outings, fell 34 points behind with one round of the series remaining.

"It will take a couple of DNFs for me to win the championship," admitted DeHoop, the defending Fall Classic Champion. "A Honda of Troy 1-2 won't be bad, but I want to be first."

"If all goes well in Florida, I'll be looking forward to the AMA banquet in California in a few weeks," said Brown, who also won the 125cc Pro class.

The Fall Classic event was billed as the Honda Top Gun Showdown, which is the traditional finale to the 15-round AMA Southeastern Regional MX Championship MegaSeries. The series started at Muddy Creek and visited four surrounding states and six different race facilities. The top 15 riders from each class were automatically seeded into Sunday's Top Gun Showdown single-moto main event. Those not qualified for the showdown competed in Saturday's Fall Class amateur day with the top 25 overall finishers going to the Showdown.

Weather became a factor when rain began falling during the final moto on Saturday and continued through the night. It stopped a few hours before Sunday's practice, making the track live up to its Muddy Creek name. The mud was a factor in the outcome of many races, although track conditions improved with use and constant massaging by the Victory Sports Promotions track crew.

When the first 250/Open Pro moto left the line early in the afternoon, DeHoop shot to the front and quickly put some distance on runner-up Brown and the rest of the field. DeHoop had an early advantage in that he had ridden the track just a few races before when he won the 25+ A class.

"That definitely gave me an advantage," he said. "I knew where all the lines were and how fast I could hit them."

DeHoop stretched his lead to as much as four seconds, using a group of lapped riders to his advantage in the middle of the race. But once clear of the lappers, Brown used his local knowledge of the track to slowly reel the leader back in. And on the last lap backmarkers worked to Brown's advantage.

"One (lapper) held me up all the way down the hill, and sprayed my goggles with mud," said DeHoop.

Brown set him up perfectly in a sweeping turn to take the lead and win.

"I kept seeing him go outside there, so I got inside and held it on and slid in front of him."

"As soon as I went wide I knew it was the wrong move," said DeHoop, who was a few bike lengths behind at the finish.

Jim Neese made few moves early in the race as he worked up to third, where he circulated well ahead of fourth-place finisher Kevin Walker. Jim Chester rode nearly the entire race in fifth place.

When the second moto left the line just after 6:00 p.m., Brown grabbed the holeshot and literally rode unchallenged into the sunset. Walker and DeHoop bumped in the first turn, and although DeHoop moved to second on the first lap, Brown had already built an insurmountable lead. Walker fell back into a battle for third with Chester and gave him the position when he crashed. Walker remounted fourth, but succumbed to a late-race charge by Barry Carsten.

The 125cc Pro class featured a single eight-lap moto, and Neese gave Brown a fight for the lead during the first two laps. But once Brown got in front, he disappeared and won rather easily. Neese also pulled away from the pack and was the runner-up despite a late-race fall. Richie Horton prevailed in a battle with Walker for fourth, and Carsten rounded out the top five.

After Amateur class standouts Ricky Carmichael and Brock Sellards traded Schoolboy division moto wins in Saturday's qualifying races, much anticipation surrounded the start of Sunday's Showdown. The two left the muddy starting line together with Sellards' 125 leading Carmichael on his mini. Carmichael stayed with Sellards throughout the first lap until they hit a soft, uphill turn. Sellards' bigger bike caught traction while Carmichael spun in the mud, and each lap Sellards was able to gain a little more distance in the section. At the finish, Sellards had about 10 seconds on runner-up Carmichael. Thomas Barron hung on to third, while Ryan Haines passed a fallen Robbie Horton on the final lap to claim fourth.

Carmichael was back a few races later in the Senior Mini class and moved from fourth to first on lap one. A bobble allowed Shae Bentley to take the lead, and later on the same lap Carmichael fell again. Bentley also fell once but maintained a big lead over Nicholas Wey to take the win. Carmichael recovered from his crash to finish third.

In the 125cc C division, Charlie Keplinger was in a class by himself as he ran away with first. Behind him was a mad scramble as positions frequently changed among several riders. In the end, Douglas Neighbors edged out Frank Boston and Nick Turrier for second.

Brannon Ferguson was leading early in the 80cc D class Showdown when he crashed over a slippery jump. Lee Mullis inherited the lead but soon was pressured by Chris Mowery, who had fought his way past Tanner Jones. Mowery got by Mullis with a lap to go and stayed out front for the win. Jones also slipped by Mullis for runner-up honors.

Local favorite Ron Jones controlled the early laps of the 30+ A Showdown until two crashes in one lap knocked him back to fourth. Ross Johnson inherited a huge lead and won, while Joel Baker held off Mark Guy for second.

Jones later returned in Open Amateur action and spent the early laps contesting first with Larry Sparks. After a brief battle Jones broke away with the lead and went on to win. Sparks was second ahead of Timothy Smith. CN

Muddy Creek Raceway
Blountville, Tennessee
Results: October 22-23, 1994 (Round 5 of 6)

SUNDAY

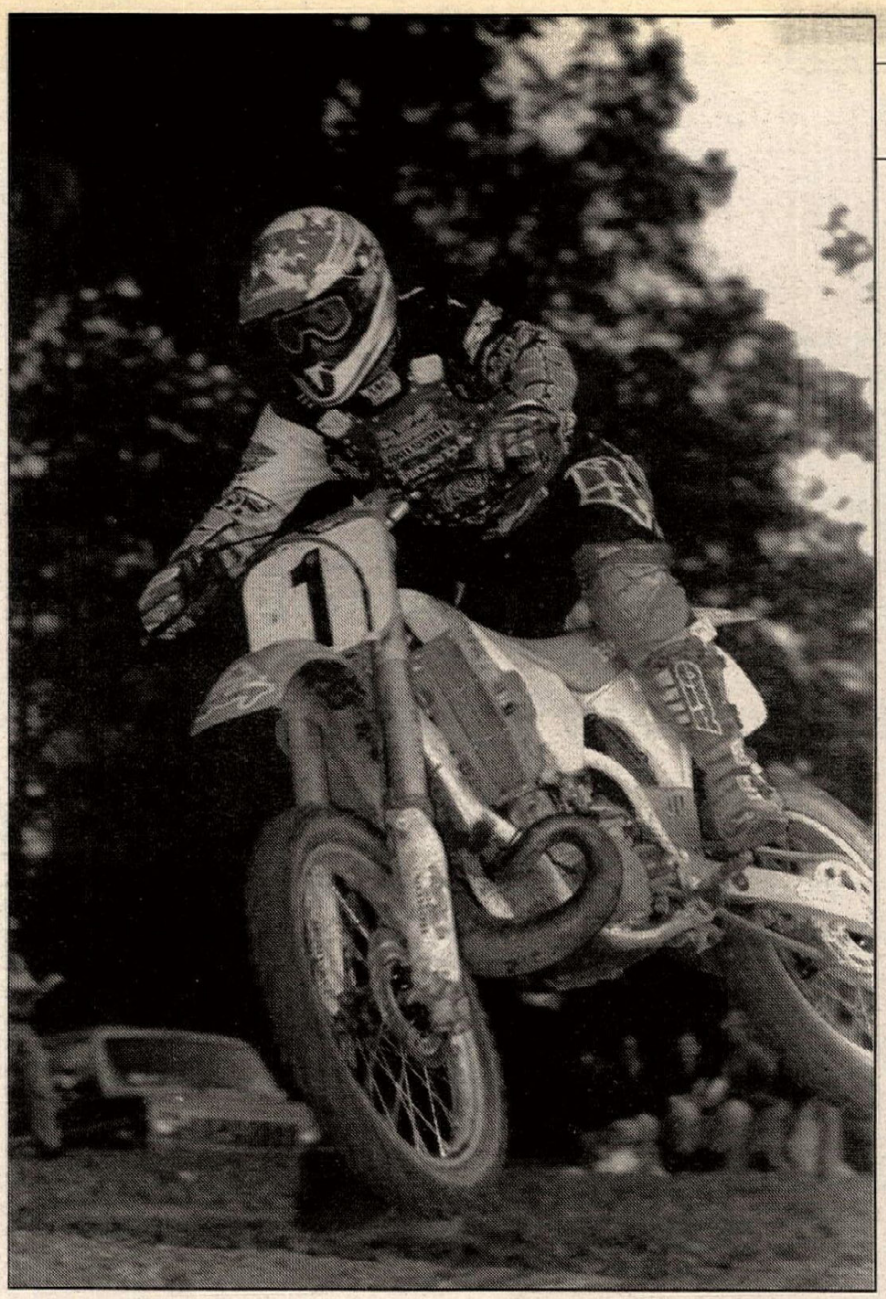
250/OPEN PRO: 1. Mike Brown (Hon) 1-1; 2. Todd DeHoop (Hon) 2-2; 3. Jim Chester (Suz) 5-3; 4. Jim Neese (Kaw) 3-5; 5. Kevin Walker (Yam) 4-6; 6. Barry Carsten (Suz) 7-4; 7. Nathan Ramsey (Hon) 9-8; 8. Dwayne Bone (Hon) 8-9; 9. Robbie Skaggs (Kaw) 6-13; 10. Billy Schlag (Kaw) 12-10.

50 (4-6): 1. Jordan Oxley (Lem); 2. Ryan Wooden (Lem); 3. Blake Horne (Lem); 4. Jake Posey (Lem); 5. Michael Ridge (Yam).

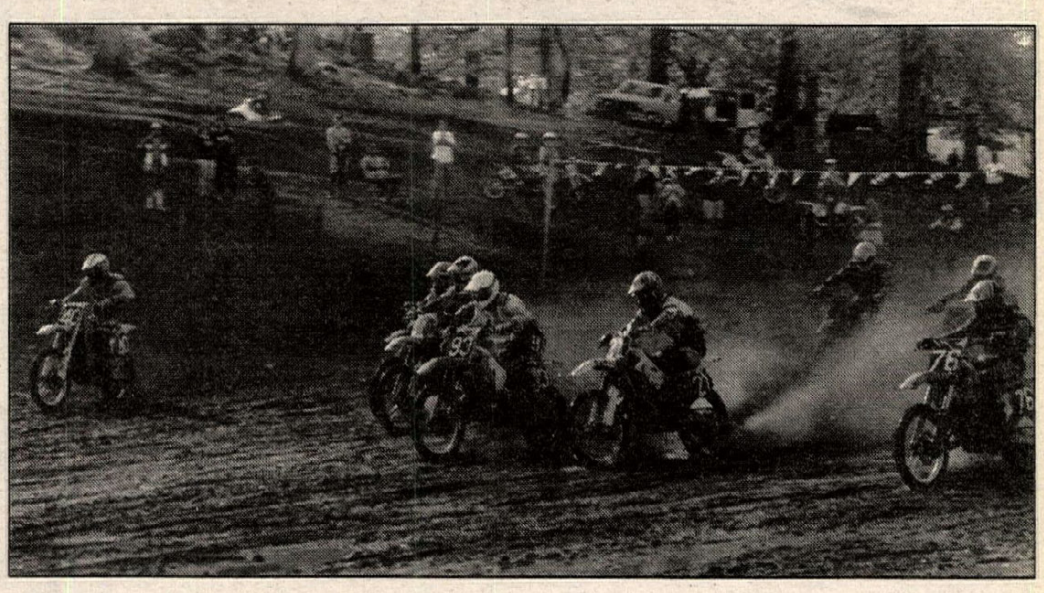
50 (7-8): 1. Ross Pruitt (Lem); 2. Rob Wooden (Yam); 3. Shane Obanion (Ita); 4. Alexander Hunter (Ita); 5. Cody King (Yam).

60: 1. Joshua Summey (Kaw); 2. J.R. Carter (Kaw); 3. Gavin Gracyk (Kaw); 4. Thomas Ryan (Kaw); 5. Aubrey Newell (Kaw).

80 D: 1. Chris Mowery (Yam); 2. Tanner Jones; 3.



(Far left) With just one round left in the Fall Classic Series, Todd DeHoop needs to gain 34 points on Brown to retain his number-one plate. At Muddy Creek, DeHoop finished second.
(Left) Brock Sellards (10) won the Schoolboy class, while Ricky Carmichael (167) placed second.
(Below) Muddy Creek Raceway lived up to its name following Friday night showers.



Lee Mullis (Kaw); 4. Derick Hedrick (Suz); 5. Thomas Wheeling (Yam).

JR MINI: 1. Jeff Gibson (Kaw); 2. Ben Riddle (Kaw); 3. Chad Albriton; 4. Daniel Tesh (Kaw); 5. Joshua Summey (Kaw).

SR MINI: 1. Shae Bentley (Kaw); 2. Nicholas Wey (Kaw); 3. Ricky Carmichael (Kaw); 4. Randy Valade (Yam); 5. Jeff Ryan.

S/MINI: 1. Shae Bentley (Kaw); 2. Justin Guthrie (Kaw); 3. Jered Black (Suz); 4. Jon Monk (Kaw); 5. Jeffery Ryan (Kaw).

SCHBY: 1. Brock Sellards (Kaw); 2. Ricky Carmichael (Kaw); 3. Thomas Barron (Suz); 4. Ryan Haines (Hon); 5. Robbie Horton (Kaw).

125 PRO: 1. Mike Brown (Hon); 2. Jim Neese (Kaw); 3. Richie Horton (Kaw); 4. Kevin Walker (Yam); 5. Barry Carsten (Suz).

125 B: 1. Robbie Horton (Kaw); 2. Brock Sellards (Kaw); 3. Phillip Myers (Kaw); 4. Mitchell Hodges (Kaw); 5. Tyler Carr (Hon).

125 C: 1. Charlie Keplinger (Suz); 2. Douglas Neighbors (Hon); 3. Frank Boston (Kaw); 4. Nick Turner (Suz); 5. Rodney Wise (Suz).

125 D: 1. Jason Sutherland (Hon); 2. Josh McKinney (Hon); 3. Jeff Ray (Suz); 4. Greg Roberson (Hon); 5. Jeff Ryan (Suz).

250 B: 1. Charlie Dunaway (Kaw); 2. Brock Sellards (Kaw); 3. Mitchell Hodges (Kaw); 4. Phillip Myers (Kaw); 5. Tyler Carr (Hon).

250 C: 1. John Clendenin (Kaw); 2. Justin McCoy (Yam); 3. Matthew Freed (Suz); 4. Robert Smith (Hon); 5. Stacey Dickerson (Yam).

250 D: 1. Gerald Fulbright (Hon); 2. Robert Brewer (Suz); 3. Jeff Hill (Yam); 4. Steven Holcomb (Kaw); 5. Craig Greer (Suz).

OPEN AM: 1. Ron Jones (Hon); 2. Larry Sparks (Hon); 3. Timothy Smith (Yam); 4. Tony Smith (Hon); 5. Jeff Tomlinson (Hon).

UNLIM AM: 1. Charles Dunaway (Kaw); 2. Larry Sparks (Hon); 3. Jeff Giese (Suz); 4. Douglas Neighbors (Hon); 5. Wesley McCoy (Yam).

25+ A: 1. Todd DeHoop (Hon); 2. Randy Richardson (Hon); 3. Brian Justice (Suz); 4. Mark Guy (Yam); 5. Larry Harrison (Suz).

25+ B: 1. Larry Sparks (Hon); 2. George Fanelli (Kaw); 3. Leslie Belcher (Hon); 4. Steve Dumond (Yam); 5. Chris Rose (Yam).

25+ C: 1. Bobby Dusley (Kaw); 2. Gary Henkle (Yam); 3. Anthony Bridges (Hon); 4. Albert McCoy (Yam); 5. Chris Kile (Kaw).

30+ A: 1. Ross Johnston (Hon); 2. Joel Baker (Yam); 3. Mark Guy (Yam); 4. Ron Jones (Hon); 5. Donnie Foster (Hon).

30+ B: 1. Cary Morris (Hon); 2. George Fanelli (Kaw); 3. Kevin Poole (Kaw); 4. Rich Cooper (Suz); 5. John Jeune (Hon).

30+ C: 1. Joey Singleton (Hon); 2. Rick Oxley (Hon); 3. Doug Harvey (Hon); 4. Roger Arnold (Kaw); 5. Johnny Gibson (Yam).

40+: 1. Steven Lewis (Yam); 2. Rich Oxley (Hon); 3. Duke Finch (Yam); 4. Gary Baisden (KTM); 5. Johnny Gibson (Yam).

48+: 1. Terre Welborn (Suz); 2. Ted Shortridge (Suz).

SATURDAY

50 (4-6): 1. Ryan Wooden (Lem); 2. Jordan Oxley (Lem); 3. Jake Posly (Lem); 4. Patrick Gabehart (Yam); 5. Michael Ridge (Yam).

50 (7-8): 1. Shane Obannon (Ita); 2. Alexander Hunter (Ita); 3. Ross Pruitt (Lem); 4. Cody King (Yam); 5. Jerry Westenkamp (Yam).

60: 1. Gavin Gracyk (Kaw); 2. Richard Garnes (Kaw); 3. Aubrey Newell (Kaw); 4. J.R. Carter (Kaw); 5. Thomas Sipes (Kaw).

80 D: 1. Thomas Wheeling (Yam); 2. Kevin Poole (Kaw); 3. Bobby Mullis (Kaw); 4. Bryan Weatherly (Kaw); 5. James Henry (Yam).

JR MINI: 1. Jeff Gibson (Kaw); 2. Ben Riddle (Kaw); 3. Chad Albritton (Hon); 4. Chad Hampton (Kaw); 5. J.R. Carter (Kaw).

SR MINI: 1. Ricky Carmichael (Kaw); 2. Nicholas Wey (Kaw); 3. Shae Bentley (Kaw); 4. Randy Valade (Yam); 5. Justin Guthrie (Kaw).

SCHBY: 1. Brock Sellards (Kaw); 2. Ricky Carmichael (Kaw); 3. Robbie Horton (Kaw); 4. Thomas Barron (Suz); 5. Jake Morris (Yam).

125 B: 1. Brock Sellards (Kaw); 2. Robbie Horton (Kaw); 3. Jeff Giese (Suz); 4. Chris Torrance (Kaw); 5. Mitchell Hodges (Suz).

125 C: 1. Jason Sain (Hon); 2. Nick Turner (Suz); 3. Grady Shehan (Hon); 4. Frank Boston (Kaw); 5. Demarcco Guiden (Hon).

125 D: 1. Jeff Ray (Suz); 2. Jeffrey Halsey (Kaw); 3. Josh Knight (Kaw); 4. Lonnie Whitman (Kaw); Jeff Ryan (Suz).

250 B: 1. Brock Sellards (Kaw); 2. Charlie Dunaway (Kaw); 3. Jon Boruff (Hon); 4. Phillip Myers (Kaw); 5. Mitchell Hodges (Kaw).

250 C: 1. Andy Howell (Hon); 2. Joey Singleton (Hon); 3. Jerry Morrow (Suz); 4. Michael Witt (Suz); 5. Mark Butler (Hon).

250 D: 1. Rod Jennon (Kaw); Michael Perris (Kaw); 3. Craig Greer (Suz); 4. Steven Holcomb (Kaw); 5. Roy Dennie (Hon).

OPEN AM: 1. Timothy Smith (Yam); 2. Jeff Tomlinson (Hon); 3. Roger Arnold (Kaw); 4. Sam Reece (Hon); 5. Robert Snyder (Hon).

UNLIM AM: 1. Charlie Dunaway (Kaw); 2. Larry Sparks (Hon); 3. Jeff Giese (Suz); 4. Jason Sain (Hon); 5. Alan Anderson (Kaw).

16-24: 1. Kevin Windham (Yam); 2. Brad Woolsey (Kaw); 3. Billy Akers (Kaw); 4. Robbie Skaggs (Kaw); 5. Jason Sybert (Kaw).

25+ A: 1. Todd DeHoop (Hon); 2. Brian Justice (Suz); 3. Mark Guy (Yam); 4. Randy Richardson (Hon); 5. Willis Green (Hon).

25+ B: 1. Leslie Belcher (Hon); 2. George Famelli (Kaw); 3. Kevin Austin (Suz); 4. Steve Mason (Suz); 5. Mark Garrison (Yam).

25+ C: 1. Bobby Ousley (Hon); 2. Rod Jenner (Kaw); 3. Anthony Bridges (Hon); 4. Gary Hinkle (Yam); 5. Jeff Vealego (KTM).

30+ A: 1. Randy Richardson (Hon); 2. Mark Guy (Yam); 3. Donnie Foster (Hon).

30+ B: 1. George Fanelli (Kaw); 2. Gary Morris (Hon); 3. Kevin Austin (Suz); 4. Kevin Poole (Kaw); 5. William Collins (Hon).

30+ C: 1. Doug Harvey (Hon); 2. Michael Edwards (Suz); 3. Eric Cook (Hon); 4. Denny Beck (Suz).

30+ 4-STRK: 1. Jeffery Miller (Hus); 2. James Bowery (Hon); 3. Lester Cragan (Hon); 4. Mitchell Roop (Suz); 5. Carl Thompson (Suz).

48+: 1. Jimdrich Gref (Hon); 2. Terrell Welborn (Suz); 3. Guy Anderson (Kaw).

0-400 4-STRK PRO: 1. Mike Brown (Hon); 2. Larry Harrison (Suz).

0-400 4-STRK AM: 1. Stephen Tupan (Hon); 2. Douglas Hodge (Hus); 3. James Bowery (Hon); 4. Kevin Russell (Hon); 5. Lester Cragan (Hon).

OPEN 4-STRK PRO: 1. Kevin Walker (ATK); 2. Jeffrey Miller (Hus); 3. Larry Harrison (Suz); 4. Mike Brown (Hon).

Briefly...

Kevin Windham made his Yamaha debut at the Top Gun Showdown. He easily topped Saturday's 16- to 24-year-old class, but had trouble in Sunday's 125cc Pro main. "The gate dropped a couple of inches and stopped," said Windham, who finished 10th. "I hit it and as soon as I pulled back it went down. My mind was gone after that." Indeed Windham appeared to ride as if he were still adjusting to his new bike. "That wasn't the problem. If things were going right I would've gone faster."

Now that **Mike Brown** has picked up Honda of Troy backing, his longtime sponsor, Jim's Motorcycle Sales of Johnson City (Tennessee), is left without a rider. But apparently the sponsorship may go to **Jim Neese**, another local rider who currently rides for Team Green.

The **Top Gun Showdown** had a record turnout of 1170 entries for the two-day event. The final moto ended as darkness fell on the Muddy Creek circuit.

Locals **Kevin Walker** and **Nathan Ramsey** entertained the crowd with a jump-off contest. The crowd's roar decided the winner, and after the first pass it was unclear whether the fans liked Walker's radical no-footer or Ramsey's sideways-whipped nac-nac. Ramsey handed Walker the first-place cash when he crashed upon landing from the tie-breaker jump and was disqualified.

Sources in the pits indicated that **Ricky Carmichael** also crashed while showing off over the same tabletop in the Senior Mini main, in which he placed third. According to unconfirmed reports, Carmichael's father loaded up the bikes and headed home to Florida before the Super Mini moto, in which he was entered.

Prior to Sunday's practice, Nathan Ramsey's new sponsor/mechanic **Mike Rossini** of Rossini Racing Products (RRP) noticed his Honda had a leaking radiator. Rossini temporarily plugged the tiny hole using ordinary table pepper. "It's an old trick I learned from a guy when I was working as a welder," said Rossini. "When the coolant gets hot it reacts with the pepper and coagulates just enough to plug small holes. I've cut radiators in half to make sure the passages were still clear, and the pepper doesn't gum up the galleys like some of the commercial stop-leak products do."

FILL-IN-THE-BLANK VICTORY SPEECH

[WAIT FOR APPLAUSE TO DIE DOWN] **Thanks, it's great to be here at** [INSERT NAME OF TRACK]**. I feel very fortunate to win against all these tough competitors** [CHUCKLE INWARDLY]**. I'd like to thank my parents for all their support. I'd also like to thank Suzuki, all my sponsors –** [LIST SPONSORS HERE]**, and the best mechanic ever.** [HOLD UP TROPHY] **Most of all, this is for you,** [NAME OF CURRENT GIRLFRIEND].

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(714) 646-2428

GARDEN GROVE
Southland Suzuki
Beach Blvd. & 22 Freeway
Garden Grove, CA 92644
(714) 893-5091

HAYWARD
Hayward Honda/Suzuki
27955 Mission Blvd.
Hayward, CA 94544
(510) 886-0644

MERCED
Suzuki of Merced
64 W. 16th St.
Merced, CA 95340
(209) 722-8055

OXNARD
Kawasaki-Suzuki of Oxnard
1421 South Oxnard Blvd.
Oxnard, CA 93030
(805) 486-6303

PERRIS
Raceway Honda-Suzuki & Seadoo
115 E. Ramona Expwy.
Perris, CA 92571
(909) 943-2061

REDDING
Fator's Motorcycles
682 Grove
Redding, CA 96002
(916) 221-6612

REDONDO BEACH
Del Amo Motorsports
1512 Aviation Blvd.
Redondo Beach, CA 90278
(310) 372-8891

SAN DIEGO
Fun Bike Center
4689 Convoy St.
San Diego, CA 92111
(619) 278-6635

SANTA CLARA
Grand Prix
2344 El Camino Real
Santa Clara, CA 95050
(408) 246-7323

SANTA CLARITA
Saugus Suzuki
26081 B Bouquet Cyn. Rd.
Santa Clarita, CA 91350
(805) 254-2929

VAN NUYS
Suzuki of Van Nuys
16141 Sherman Way
Van Nuys, CA 91406
(818) 994-2882

VICTORVILLE
Victorville Suzuki/Kawasaki
14327 Amargosa Rd.
Victorville, CA 92392
(619) 241-2FUN

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Cycle Riders Suzuki of Longwood
881 North Hwy. 17-92
Longwood, FL 32750
(407) 695-4900

MIAMI
Motoport U.S.A.
1200 NW 57th Ave.
Miami, FL 33126
(305) 264-4433

ORLANDO
Cycle Riders Suzuki of Orlando
4101 Old Winter Garden Road
Orlando, FL 32805
(407) 295-0045

TAMPA
Honda Suzuki Kawasaki West
13521 N. Florida Ave.
Tampa, FL 33613
(813) 968-7888

WEST PALM BEACH
Cycles of Palm Beach
2353 N. Military Trail
West Palm Beach, FL 33064
(407) 683-1642

GEORGIA

CANTON
Cherokee Suzuki
9450 Knox Bridge Hwy. 20W
Canton, CA 30114
(404) 479-3340 or 479-4501

DALTON
Suzuki-Yamaha of Dalton, Inc.
205 East Waugh St.
Dalton, GA 30721
(706) 278-1620

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Roswell Fun Machines
11270 Elkins Rd.
Roswell, GA 30076
(404) 442-8460

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Tuf Suzuki
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Dekalb, IL 60115
(815) 756-3588

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RL Suzuki-Polaris
804 S. Henrietta
Effingham, IL 62401
(217) 347-5065

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611 N. Milwaukee Ave.
Libertyville, IL 60048
(708) 362-7110

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Valparaiso, IN 46383
(219) 462-6911

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2142 Hwy. 75N
Sioux City, IA 51105
(712) 255-7955

COUNCIL BLUFFS
Action Moto Sports
1010 Creek Top
Council Bluffs, IA 51503
(712) 328-0544

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Bright Kawasaki Suzuki Yamaha
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Lincoln Park, MI 48146
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Mt. Clemens, MI 48051
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Motion Enterprises Honda-Yamaha
Kawasaki-Suzuki
2907 Fire Road
Pleasantville, NJ 08232
(609) 645-8181

RAMSEY
Suzuki of Ramsey
995 Rt. 17 South
Ramsey, NJ 07446
(201) 825-3333

SUSSEX
Sussex Motorsports
446 Route #23
Sussex, NJ 07461
(201) 875-5400

WOODBRIDGE
Woodbridge Powersports
1530 Rt. 9
Woodbridge, NJ 07095
(908) 855-8500

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Orient Express
41 Sunrise Highway
Freeport, NY 11520
(516) 867-6363

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Sanford, NC 27330
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Amherst, OH 44001
(216) 282-5108

DAYTON
F & S Suzuki
7200 N. Dixie Dr.
Dayton, OH 45414
(513) 898-7703

TOLEDO
Honda East Yamaha Suzuki
1230 Conant St.
Toledo, OH 43537
(419) 891-1230

OKLAHOMA

DEL CITY
Oklahoma Honda-Suzuki
3400 S. Sunnylane
Del City, OK 73115
(405) 672-1423

ELK CITY
Elk City Kawasaki-Suzuki-Polaris
625 N. Van Buren
Elk City, OK 73644
(405) 225-6043 - (800) 216-9891

OREGON

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Hillsboro Honda Suzuki
338 SW Oak
Hillsboro, OR 97123
(503) 648-4555

SALEM
Cycle County Honda-Suzuki
1230 Broadway NE.
Salem, OR 97303
(503) 378-0532

PENNSYLVANIA

ALLISON PARK
Gibsonia Cycle Center
4684 Rt. 8
Allison Park, PA 15101
(412) 487-2803

TREVOSE
Bromley Suzuki
635 Somers Ave.
Trevose, PA 19053
(215) 357-1534

SOUTH CAROLINA

MYRTLE BEACH
Myrtle Beach Suzuki
4655 Hwy. 17 Bypass S.
Myrtle Beach, SC 29577
(803) 293-5808

TENNESSEE

COLUMBIA
Sarges Cycles Inc.
314 East Campbell Blvd.
Columbia, TN 38401
(615) 388-6133

PARIS
Suzuki of Paris
312 E. Wood St.
Paris, TN 38242
(901) 642-0511

TEXAS

AMARILLO
Sharp's Motorsports
4413 I-40 East
Amarillo, TX 79104
(806) 373-3053

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Arlington Suzuki Polaris
2202 E. Abram
Arlington, TX 76010
(817) 261-0706

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Jef's Suzuki
1608 W. 7th Ave.
Corsicana, TX 75110
(800) 947-0064

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Yamaha Suzuki of Texas
5709 Hwy 121
Ft. Worth, TX 76117
(817) 831-0903

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Laredo, TX 78040
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Plano, TX 75075
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Ron Greene Sports Center
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Mt. Pleasant, UT 84647
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Bristol, VA 24201
(703) 669-1000

VERMONT

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Land/Air
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Essex Junction, VT 05452
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WEST VIRGINIA

CHARLESTON
Casto Motorcycle Sales
2679 Sissonville Dr.
Charleston, WV 25312
(304) 343-0486

WISCONSIN

OSHKOSH
Larry's Cycle Inc.
3531 Sand Pit Rd.
Oshkosh, WI 54904
(414) 231-9242

Round 11/Final round: Hollister Hills OHV Park

Old habits die hard

(Left) Ken Lusk (49V) leads a pack of Sportsman 500cc Novice riders. Lusk finished second. (Above) Steve Darrow, winner of the Premier Heavyweight trials division, picks his way down a bank.

By Matt Hilgenberg

HOLLISTER, CA, OCT. 22-23

John Moore and Mike Brumit were victorious after some tough competition at the American Historic Racing Motorcycle Association's National Trials/Motocross doubleheader. Moore claimed the Modern Classic Expert win at Saturday's trial, while Brumit topped the one division each in the 30+ and 500cc Intermediate MX classes.

For the second time this season, an AHRMA doubleheader was held on the West Coast. As in April at Sandhill, Starman Productions laid out the trial, but this time, Santa Clara Riders Unlimited was the MX promoter. Weather conditions were nearly perfect both days, and there was a large spectator attendance. The two events, combined with a Friday motocross school by Gary Bailey, and swap meet/bike show on Saturday, have turned into one of the most popular vintage competition weekends anywhere.

TRIAL

At the debut Hollister trial last year, park rangers asked that the sections be limited basically to one long wash area just over the hill from the MX course. With last year's success and rider cooperation, rangers allowed Starman's Mike Fenner to spread this year's British Bike magazine-sponsored event out into the hills a bit more, giving riders some "loop time." Of the nine sections, two crisscrossed a medium-sized rain rut, one featured tight turning, four sections had turns complicated by a thick bed of slippery oak leaves, and the continuous Section 6/7 was a long, but not-too-steep climb up a gulley. Seventy-five riders competed.

Moore and his friend Steve Muscatell rode a pair of very early four-speed Bultaco Sherpa Ts, but still managed to finish 1-2 in Modern Classic Expert ahead of the 1974 Sherpa T of Paul Olliges. The three riders were each separated by single point. Three marks back was Sandhill class winner Tony Sigala, riding a Yamaha TY250.

The largest class of the day was Modern Classic Novice, where Jon Stillman came away with just four points and the first-place award. Kawasaki KT rider Scott Chapman finished with six, just one clear of Wayne Sumner's Yamaha.

In Premier Lightweight Intermediate, Doug Shepherd's Greeves took top honors with a score of 11, compared to 13 each for Mark Roler, on a BSA C15, and Ron McCabe, on a Triumph Tiger Cub. Roler won the tie-breaker by carding three more cleans, to earn the runner-up spot.

MOTOCROSS

The Vintage Iron-sponsored program started with a memorial lap for former Greeves importer Nick Nicholson, who passed away in September. The lap was headed by Gary Bailey, and included nearly all the Greeves machines at the event, plus Nick's son Keith Nicholson, who later had some great races in his first-ever AHRMA ride aboard Kenny Sykes' 360cc Challenger. After the memorial lap, the Greeves contingent lined up under the array of national flags in the circuit's infield, while Rob Poole sang the national anthem.

At halftime, the Past Masters race took place, with seven riders competing in the five-lap duel. Brad Lackey, in his first motorcycle ride in three years, took an uncontested win over Doug Grant's AJS. Bailey was third, after enduring pressure from Yamaha MX125 rider Buck Murphy.

Mike Brumit was one of just a few double-class winners. He entered two of the biggest classes - both of them large enough to warrant two divisions in order to accomodate all the riders. In the 500cc Intermediate A race, Brumit stormed to the win in both motos, while second overall fell to New York's Bill Morando, with a 4-2 score. Oregon's Doug Eckelman had a consistent 3-3 day for third. The 500cc Intermediate B division was won by Loral Lake Racing's Rod Lake, aboard a Honda XL350.

Brumit had it tougher in the 30+ Intermediate B event, as Nicholson won the first moto and led the entire second moto until the final turn. With just a handful of bike lengths to go to the finish line, Brumit pushed Nicholson off line enough to squeak past and win. Ossa-mounted Keith Lynas won the A division over Lake.

Lynas entered two other classes, also, easily winning the Premier Lightweight II Intermediates, and finishing third in 250cc Intermediate division B.

Husqvarna rider Joe McCoy was another three-class entrant who had good results, his all coming at the Novice level. In addition to winning the Premier 500cc II and 250cc classes, McCoy earned a fourth in 500cc Novice behind winner Dante Sorrenti, Arizona's Ken Lusk and Rokon-mounted Joe Tamaska.

The Expert standout was Dallas Nyblod, who won the 30+, then had a little first-turn luck in the 125s to win, before finishing second in the 250cc Expert division. CN

Results

TRIAL

MDRN CLSC BEG: 1. Jim Zopfi (Yam) 0; 2. Tim Tingey (Hon) 1; 3. Frank Ydiando, 14; 4. Chris Frei (Yam) 17.

MDRN CLSC NOV: 1. Jon Stillman, 4; 2. Scott Chapman (Kaw) 6; 3. Wayne Sumner (Yam) 7; 4. Larry Warren (Bul) 8; 5. Mike Ruppert, 9.

MDRN CLSC INT: 1. Stephen Kusamovich (Yam) 13; 2. David Fisher (Ossa) 20; 3. Paul Miller (Mon) 25; 4. Mike Van Lienden, 26; 5. Mike Kroeker, 29.

MDRN CLSC EX: 1. John Moore (Bul) 8; 2. Steve Muscatell (Bul) 9; 3. Paul Olliges (Bul) 10; 4. Tony Sigala (Yam) 13; 5. Doyle Cook (Bul) 14.

PREM L/W INT: 1. Doug Shepherd (Gre) 11; 2. Mark Roler (BSA) 13/24 cleans; 3. Ron McCabe (Tri) 13/21cleans; 4. Lynn Boyer (Gre) 18; 5. Ed Meagor (Gre) 20.

PREM L/W EX: 1. Lee Dodge (Gre) 44; 2. Allen Wenzel (Gre) 58.

PREM H/W RIGID NOV: 1. Rob Iverson, 10.

PREM H/W RIGID EX: 1. Steve Martin (BSA) 1; 2. Ken Dodge (Mat) 6.

PREM H/W NOV: 1. Mark Julian (Mat) 8; 2. Ross Poitras (Mat) 14.

PREM H/W INT: 1. Fred Mork (R-E) 16.

PREM H/W EX: 1. Steve Darrow (AJS) 3; 2. Matt Hilgenberg (Arl) 4; 3. Mike Atkins (Nor) 17; 4. Dick Mann (Mat) 21.

WMN: 1. Barbara Don Carlos (Yam) 18.

JR NOV: 1. Nathan Kroeker, 4; 2. Jared Pew, 16.

BRIT CLSC EX: 1. Ken Burningham (Gre) 3.

SPTSMN INT: 1. Jim Cameron (BSA) 17.

MDRN BIKE NOV: 1. Randy Lewis (Mon) 16.

MOTOCROSS

PAST MSTRS: 1. Brad Lackey (Mai); 2. Doug Grant (AJS); 3. Gary Bailey; 4. Buck Murphy (Yam); 5. Jeff Smith (BSA).

125 NOV: 1. Matt Morando (Hon); 2. John Gulliford (Ric-Zun); 3. Mike Folena (Ric-Zun); 4. Joel Hanson (Yam); 5. John Lee (DKW).

125 INT: 1. John Ziska (Hon); 2. Bill Henry (Hon); 3. Paul DuChene (Yam); 4. Bill Clem (Hon); 5. Lee Fabry (Yam).

125 EX: 1. Dallas Nyblod (Hon); 2. Chris Radzinski (Kaw); 3. Rory Muscatell (Hon); 4. Scott Davis (Hon); 5. Michael Owens (Hus).

250 NOV: 1. Joe McCoy (Hus); 2. David Kuns (Mai); 3. Ed Hausmann (Bul); 4. Steve Sagely (Yam); 5. Don Beese (Hon).

250 INT D-A: 1. Jon Mello (Hon); 2. Eric Roseme (Bul); 3. Ken Gerard (Hon); 4. John Old (Hon); 5. Loyal Gibbons (Hon).

250 INT D-B: 1. Brian Shives (Hon); 2. Jeff Shives (Hon); 3. Keith Lynas (Ossa); 4. Ronald Harrison (Hon); 5. Paul Miller (Hon).

250 EX: 1. John Greenway (Hon); 2. Dallas Nyblod (Yam); 3. Randy Lewis (Ossa); 4. David Fisher (Ossa); 5. Ron Melton (Ossa).

500 NOV: 1. Dante Sorrenti (Mai); 2. Ken Lusk (CZ); 3. Joe Tamaska (Rok); 4. Joe McCoy (Hus); 5. Reese Dengler (CZ).

500 INT D-A: 1. Mike Brumit (Hus); 2. Doug Eckelman (CZ); 3. Rich Smith (Mai); 4. Shannon Humphreys (Suz); 5. Mark Henry (Bul).

500 INT D-B: 1. Rod Lake (Hon); 2. Dirk Murphy (Hus); 3. Larry Hipp (Mai); 4. Randi Perkins (Mai); 5. Kenneth Corpe (Tri).

500 EX: 1. Tim Nash (Hus); 2. Allen Wenzel (Che-BSA); 3. John Shives (CZ); 4. Randy Batsell (Yam); 5. Lee Shepherd (Hus).

OPEN TWIN NOV: 1. Denis Van Gundy (Ric-Tri); 2. Jim McEuin (Ric-Tri).

OPEN TWIN INT: 1. Peter Rollins (Tri); 2. Rodney Henninger (Ric-Tri); 3. Tony McDowell (Ric-Tri); 4. Terry Pratt (Tri); 5. Mike Van Lienden (Tri).

OPEN TWIN EX: 1. Rick Doughty (Ric-Tri); 2. Scott Dunlavey (Che-Tri); 3. Bill Knight (Nor); 4. John Lundgren (Ric-Tri).

WMN NOV: 1. Christy Einboden (Hon); 2. Deborah Poole (CZ).

WMN INT: 1. Debbie Kane (Ric-Mon); 2. Candy Hateley (Pen); 3. Nicki Parry (Suz).

30+ NOV: 1. Mark Sumner (Suz); 2. Ken Lusk (CZ); 3. Dante Sorrenti (Mai); 4. Joe Tamaska (Rok); 5. Reese Dengler (CZ).

30+ INT D-A: 1. Keith Lynas (Ossa); 2. Rod Lake (Hon); 3. Neil Giertsen (Mai); 4. Mark Roler (BSA); 5. Jon Mello (Hus).

30+ INT D-B: 1. Mike Brumit (Hus); 2. Keith Nicholson (Gre); 3. Scott Bowman (Hon); 4. John Old (Hus); 5. Paul Miller (Hon).

30+ EX: 1. Dallas Nyblod (Yam); 2. Scott Dunlavey (Che-Tri); 3. David Fisher (Ossa); 4. John Greenway (Hon); 5. Randy Batsell (Yam).

40+ NOV: 1. John Gulliford (Mon); 2. John Phillips (Rok); 3. John Hains (Hon); 4. Howard Johnston (BSA); 5. Mike Folena (Hon).

40+ INT D-A: 1. Robert Doran (Mai); 2. Rich Smith (Mai); 3. Tony Lukazewski (Mai); 4. Ken Gerard (Hon); 5. John McCoy (Hus).

40+ INT D-B: 1. Bob Marchbanks (Hon); 2. Wade Quick (CZ); 3. Henry Lebsock (Hon); 4. Bill Morando (Hus); 5. Hank Frenna (CZ).

40+ EX: 1. Randy Lewis (Ossa); 2. Rory Muscatell (Hon); 3. Bill Row (Hon); 4. John Lundgren (Bul); 5. Lee Shepherd (Hus).

50+ INT: 1. Kenny Hatch (Bul); 2. Ron Clawson (Mai); 3. Chuck Bullwinkle (Mai); 4. Danny Smart (Hus); 5. Duane Anderson (Bul).

60+ NOV: 1. Melvin Shapiro (Ossa); 2. Jim Cameron (BSA).

60+ INT: 1. Kenny Hatch (Bul); 2. RQ Old (Hus); 3. Hank Cosio (Tri); 4. George Cayssials (CZ).

PREM L/W NOV: 1. Reese Dengler (Jaw); 2. Bill Samstag (Gre).

PREM L/W INT: 1. Michael Green (BSA); 2. Jack Callinsky (BSA); 3. Doug Shepherd (Gre); 4. Lynn Boyer (Gre); 5. Kenny Sykes (Gre).

PREM L/W EX: 1. Matt Hilgenberg (Cub); 2. Dan Johns (Duc); 3. Norm Bigelow (Gre).

PREM L/W II NOV: 1. Garrett Beanway (Gre); 2. John Gulliford (Ossa); 3. Jim Cameron (BSA); 4. James Wilson (Hus); 5. Bill Samstag (Gre).

PREM L/W II INT: 1. Keith Lynas (Ossa); 2. Rodney Henninger (Hus); 3. Ron Clawson (AJS).

PREM L/W II EX: 1. John LeFevre (Hus); 2. Robert Poole (BSA); 3. Michael Owens (Hus); 4. Peter Ford (Ric-Tri).

PREM 500 NOV: 1. Robert Lindsey (BSA).

PREM 500 INT: 1. Peter Cruttenden (TriBSA); 2. Phil Radford (BSA); 3. Mark Julian (Mat); 4. John Huegel (Ind); 5. Terry Pratt (BSA).

PREM 500 EX: 1. Rick Doughty (BSA); 2. Matt Hilgenberg (Ric-Tri); 3. Larry Ubaldi (Mat).

PREM 500 II NOV: 1. Joe McCoy (Hus); 2. Fred Royce (Ric-Tri); 3. Kay Mann (BSA); 4. Michael Kopp (Hon); 5. Ed Reedy (Tri).

PREM 500 II INT: 1. David Walden (Ric-Tri); 2. Mark Roler (AJS); 3. JD Bramlet (BSA); 4. Bill Ripley (Bul); 5. Phil Radford (BSA).

PREM 500 II EX: 1. Doug Grant (AJS); 2. Michael Beanway (Gre); 3. John LeFevre (Hus); 4. Mike Atkins (Ric-Tri).

PREM OPEN TWIN INT: 1. Stephen Heaney (BSA); 2. Norm Shields (TriBSA); 3. Gerald Rogers (AJS).

PREM OPEN TWIN EX: 1. Bill Knight (Nor); 2. Wayne Sumner (TriBSA); 3. Danny Davies (TriBSA).

LaRocco hits Japanese lottery

By Akira Yamaguchi

FUKUOKA, JAPAN, OCT. 22-23

Team Kawasaki got two breaks in the $200,000 Golden Cup Supercross - one bad break followed by a good one. The bad break came when race-long leader Mike Kiedrowski suffered a chain derailment with less than two laps to go. The good came when teammate Mike LaRocco was perfectly positioned to take advantage of Kiedrowski's misfortune and keep a Kawasaki in the winner's circle ahead of Honda/1-800-COLLECT's Jeremy McGrath and Team Noleen/Sizzler/Yamaha's Larry Ward.

"That's exactly the way I wanted it to happen," remarked LaRocco of his lucky pass on Kiedrowski. When asked how he planned to spend the $50,000 prize that came with the main-event victory, LaRocco said, "To be honest, I'm going to try to pay off the rest of my house!"

"It's just one of those deals," said Kiedrowski, who eventually finished fifth after putting the chain back on. "I put it back on as quick as I could and still got a fifth. I guess that's not too bad." Finishing fourth in the Sunday afternoon 250cc feature was Steve Lamson.

In the 125cc main event, held on Saturday evening, Team Suzuki's Damon Huffman ran away with the 12-lap main event as the five Americans in the field swept the first five positions.

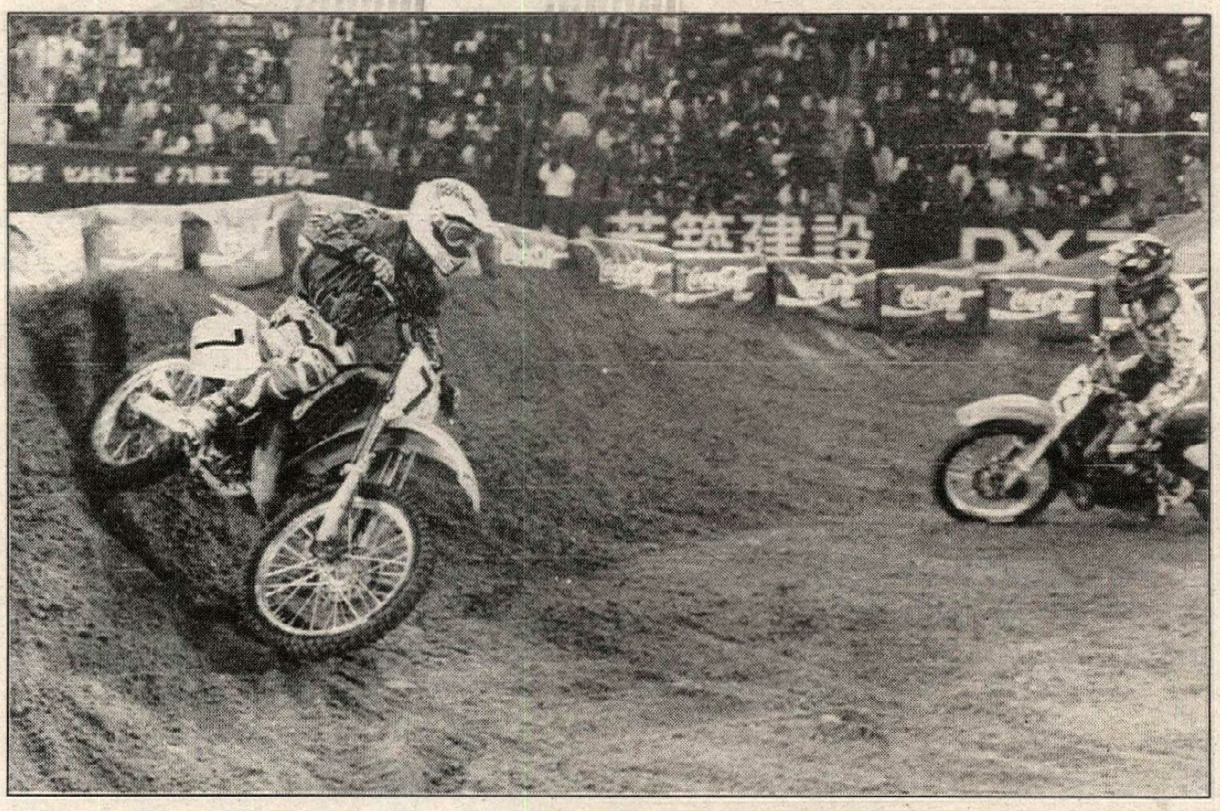
The second annual event was an invitation-only affair in which 14 American 250cc supercross stars and five 125cc riders went to Japan in hopes of taking home a large chunk of the purse. Challenging the Americans were an ambitious-but-overmatched group of Japanese heroes. To no one's surprise, the highest-placing home rider was 11th-place Kohji Ohkawara, who has spent most of the last two years paying his dues on the U.S. circuit.

The spacious Fukuoka Dome is one of the world's most remarkable sports stadiums. The 50,000-seat-plus venue has a roof pieced together with aircraft-grade titanium, hundreds of luxury sky boxes and the world's largest television screen.

Unfortunately, the promoters could do nothing about the quality of the dirt trucked in to build an otherwise spectacular race track. The grounds crew, headed by longtime track builder Rich Winkler, could not get a handle on the loose dirt. The soil refused to pack down on the jumps and in the corners, making for slot-car lines all over the track. Tons of concrete mix were then added to keep the jump faces solid. However, the concrete was poured a little thick in some areas, making for rock-hard and slippery take-offs. (One overly slick double brought down American stars Kiedrowski and Steve Lamson and several Japanese riders.) By the time the main event got underway on Sunday, the track was mostly one-lined and hard to pass on.

Approximately 40,000 fans attended the two nights of racing. In a bid to bolster attendance for Saturday night's 125cc program, the promoters financed two special events for the top 250cc riders. Half were invited to compete in a "dash for cash" race with $3000 going to the winner, $2000 for second, $1000 for third and another $1000 to the highest-placing Japanese rider. Also, a style contest utilizing both triple jumps offered cash prizes. Kiedrowski won the race over LaRocco, and McGrath was the most popular jumper ahead of Swink.

"I think that the Fukuoka Dome is one of the best places that we have ever raced at," said McGrath. "This is a brand-new stadium and the fans are really loud. This is a great place to come to."



(Left) Mike LaRocco (2) inherited the win when Mike Kiedrowski (7) suffered a derailed chain.
(Below) Larry Ward finished a solid third.

250cc MAIN

After a system of heat races and semifinals narrowed the field down to 21 riders - including all 14 Americans on hand - Honda of Troy's Mike Craig grabbed the holeshot ahead of Kiedrowski, Lamson and Ward, while pre-race favorites McGrath and LaRocco got sixth and seventh, respectively.

"I hit the bars right off the start with LaRocco and almost fell," said Swink, who was making one of his last appearances aboard a Suzuki. While LaRocco was able to retain a mediocre start, Swink was left near the back of the pack. He eventually worked his way up to a sixth-place finish.

Craig quickly started to put some ground on the rest of the pack as Kiedrowski worked himself up to second. For five laps the order held until Kiedrowski started to pick up the pressure on Craig.

"Craig was starting to pull a little lead, but I caught up with him on the sixth or seventh lap," said Kiedrowski. "For a lap or two I was right on him, then he ended up making a mistake and falling. From then on I was up front, and just rode my own race."

"The front end washed out," explained Craig. "The track was getting a little slick and before I knew it I was on the ground. I got right back up and got going again. I caught Lamson before I threw it away again." Craig eventually finished seventh.

As Kiedrowski started to pull away out front, LaRocco picked up his pressure on McGrath. They each passed Lamson and Ward, but Kiedrowski seemed too far gone for anyone to catch. Even after LaRocco displaced McGrath for second, the race for the win appeared to be over.

"I was all over the track," admitted McGrath. "I started to gain a little on the leaders, but then my arms started to pump up. I haven't raced in a month or so, which probably has something to do with it. After that I couldn't charge anymore."

With less than two laps to go in the 18-lapper, Kiedrowski's chain suddenly derailed through a long whoop section. LaRocco, about five seconds behind at that point, was suddenly thrust into the lead, which meant he'd earn $37,000 more than it had appeared seconds earlier. McGrath also scooted by seconds later, followed by Ward and Lamson.

LaRocco took the win with a lead of about five seconds on McGrath, who in turn had a comfortable cushion over third-place Ward. Lamson and a frustrated Kiedrowski rounded out the top five.

"I feel great," said LaRocco. "I didn't get off to a good start, but I had worked my way up and then I got handed the lead."

"I was pretty nervous," confessed McGrath. "The fans here were expecting a win and Honda's over here (watching). I can honestly say I haven't been training. The season's been over for a while and I wasn't ready for this race. But I'll be ready come January!"

"I just hung in there," said Ward, who always seems to fare well in the off-season events. "Jeremy and Mike (LaRocco) both passed me but they were riding pretty good. I just kept riding hard and ended up third after Kiedrowski's bike broke. I shouldn't have been on the podium but I was, and any time I'm on the podium I'm pretty happy. And I got $8000 for third!"

"My arms pumped up and the bike started making noises," said Lamson. "I wasn't sure if it was going to seize or what. Then I found out that the pipe mount had broken, and that was making it run bad." CN

Golden Cup Supercross
Fukuoka, Japan
Results: October 22-23, 1994

250: 1. Mike LaRocco (Kaw); 2. Jeremy McGrath (Hon); 3. Larry Ward (Yam); 4. Steve Lamson (Hon); 5. Mike Kiedrowski (Kaw); 6. Brian Swink (Suz); 7. Mike Craig (Hon); 8. Jeff Emig (Yam); 9. Larry Brooks (Yam); 10. Doug Henry (Hon); 11. Kohji Ohkawara (Yam); 12. Cliff Palmer (KTM); 13. Buddy Antunez (Kaw); 14. Ryuichiro Takahama (Hon); 15. Kenta Shimoi (Suz); 16. Masanori Enomoto (Kaw); 17. Ikki Morita (Yam); 18. Shunji Takami (Kaw); 19. Tomohiro Shibayama (Suz); 20. Kyle Lewis (Yam); 21. Denny Stephenson (Suz).

125: 1. Damon Huffman (Suz); 2. Ryan Hughes (Kaw); 3. Craig Decker (Suz); 4. Chad Pederson (Yam); 5. Jimmy Button (Suz); 6. Shunji Takami (Kaw); 7. Katsutoshi Satoh (Suz); 8. Tadakazu Otsuko (Hon); 9. Yuichiro Kawashima (Hon); 10. Shintaro Masudome (Kaw).

SPEEDWAY | USA vs. England Test Match Series

The downward spiral

(Above - left to right) Martin Dugard, Dukie Ermolenko, Dean Barker and Greg Hancock square off in round one of the Test Match International Series at Eastbourne Speedway. England defeated Team USA, 67-41. (Left) Team USA, less Bobby Schwartz and Bobby Ott, came back strong during the second test at Arena Essex to tie England, 54-54.
(Below) America's MVP: Greg Hancock (right) battles with England's Dean Barker. Hancock scored 35 points over the three tests, but it wasn't enough to win the series for Team USA, who fell to England in the final test at Poole Speedway, 69-40.

By John Hipkiss

POOLE, ENGLAND, OCT. 18

Team USA may have dominated the world speedway picture in 1993, but its overthrow in 1994 continued at the hands of England, who handed the Yanks a final defeat in Test Match International Series action in Great Britain during the months of September and October.

The USA fought valiantly over the course of the three meetings with England, but despite the valiant individual efforts on the part of team regulars in combination with gallant attempts by reserves to boost their scoring, the USA could do no better than manage one tie and two defeats to England throughout the meets.

First Test: Eastbourne Speedway, September 4

One of the biggest crowds of the season turned out for the opening match at the track that is the home of the British League Eastbourne Eagles team. The tight circuit at Arlington perhaps favored the Americans, but team boss John Scott was left juggling around with the absence of American captain and former World Champion, Sam Ermolenko, who was out due to injury. In his place, Scott elected to call upon the untried Brent Werner and veteran campaigner Bobby Schwartz.

The Americans were brought onto the track in fine style via a U.S. Army transporter from World War II, but their big guns were to fail at this match.

Schwartz seemed adrift of his usual high scoring capabilities and ran two last places in his only rides before being replaced by Werner, who, in his international debut, returned three points. England dominated the early part of the match with race wins by Gary Havelock and Davis Norris, and by the sixth race the U.S. was trailing, 21-15. They then became further adrift when England's pairing of Martin Dugard and Dean Barker, both Eastbourne team riders, smashed in a maximum heat win in race 11 to extend England's point lead, 39-27.

The next race saw some dazzling action from Billy Hamill and Chris Manchester, who replied with America's only maximum heat. However, England replied with a 5-1 win in the next three races to stretch the lead, 50-34. In the final race, Dugard and Barker led Hamill and Manchester home to take the first leg, 67-41.

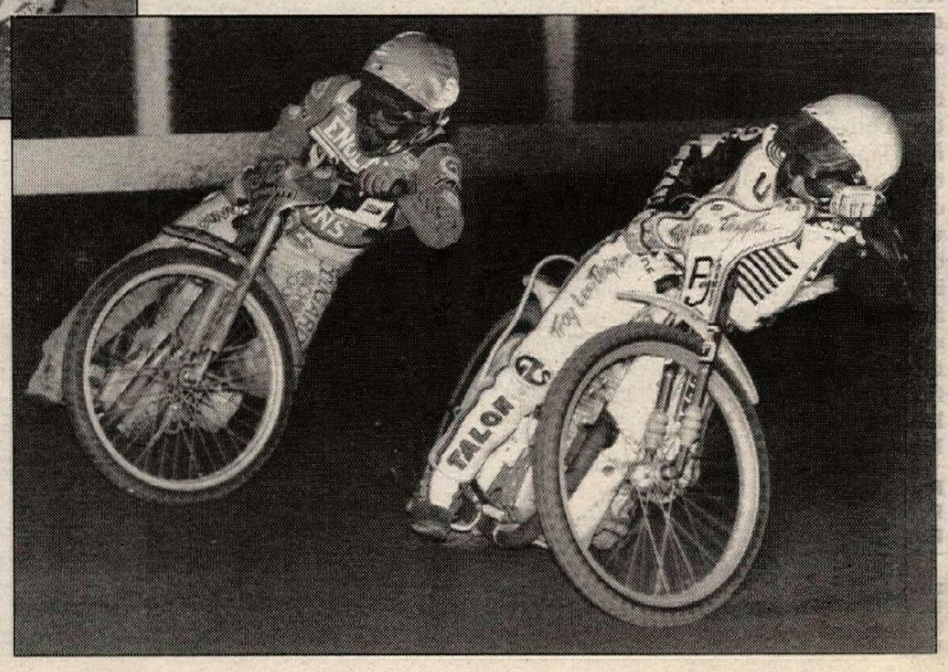
Eastbourne Speedway
Eastbourne, England
Results: September 4, 1994 (Round 1 of 3)

1. England 67 (Gary Havelock 15, Martin Dugard 14, David Norris 12, Dean Barker 11, Mark Loram 10, Joe Screen 5); 2. USA 41 (Greg Hancock 10, Bobby Ott 10, Chris Manchester 8, Billy Hamill 6, Dukie Ermolenko 4, Brent Werner 3, Bobby Schwartz 0).

Second Test: Arena Essex, September 23

The Purfleet track at Arena Essex on the outskirts of London staged the second test match, and with England already holding a one-match advantage over America, something had to give. The American team looked more powerful at Arena, as Ermolenko returned to lead the squad to better fortunes. However, Ott, Schwartz and Manchester were all excluded from the team. Team manager Scott called up Doug Nicol, who flew into London just hours before the first race.

Following a team talk just before the match, the U.S. team all knew their mission, but problems faced Nicol in the first race when he was excluded for tape touching. This left Ermolenko on his own against Dugard and Barker. Ermolenko raced hard behind Barker but could only manage second place. In the second race, Greg Hancock stormed to the win but did not receive any help



from his partner Dukie Ermolenko. It was the same story in heat three for Billy Hamill, who took the flag ahead of Chris Louis and Paul Hurry.

America trailed behind England by just two points for the majority of the event, and it looked like an uphill task to draw level or even overtake the Brits. However, in race five, Hancock and Dukie Ermolenko fired in an impressive maximum heat win to pull America ahead, 16-14. England leveled the score in the next race to 18 points each and then two races later retook the lead with a 5-1 from Barker and Dugard. The Americans trailed by four points until Hamill and Werner returned a 4-2 advantage in heat 12 to leave Team USA trailing by just two points.

Hard racing between both teams followed until heat 17 when Hancock and Dukie Ermolenko stole the show with a superb maximum win to retake the lead, 52-50. Everything was set for Team USA to draw level in the series, but in the final race, Werner drifted wide and left Hamill to challenge England's leading rider, Havelock. Try as he did, Hamill just couldn't find the power or drive to catch Havelock, who crossed the line just ahead of Hamill. David Norris picked up the vital third place over Werner to bring the final score even, 54-54.

Arena Essex
London, England
Results: September 23, 1994 (Round 2 of 3)

1. (TIE) USA 54 (Sam Ermolenko 17, Greg Hancock 16, Billy Hamill 16, Dukie Ermolenko 4, Brent Werner 1, Doug Nicol 0)/England 54 (Martin Dugard 13, Gary Havelock 12, Chris Louis 10, David Norris 8, Dean Barker 7, Paul Hurry 5).

Final Test: Poole, October 18

Despite fielding their strongest squad of the series, the USA team were well beaten by a young and enthusiastic England site at Poole; the result also meant that England won the series.

Chris Manchester and Bobby Ott returned to the USA side after Manchester's spell back home for the U.S. National Speedway Championship at Costa Mesa, California. But they were hardly impressive on the big Poole track, the home of the 1994 British League Champion Poole Pirates. Hancock and Dukie Ermolenko enjoyed a maximum score in heat three, which brought the score level at 9-9, but victory was rare in the American camp.

Even Sam Ermolenko, who started his British League career at the track, failed to make a serious impression against England. He won his first race but then managed only five more points from five rides. "Sudden" Sam was missing the start too often and getting squeezed out of the first turn.

Dukie Ermolenko was involved in the best race of the night when he battled tooth-and-nail with Mark Loram for four laps. But though it appeared that the younger Ermolenko had won the contest by a wheel, the referee called a win for Loram. Hamill suffered with bike problems early on but looked better in his last four rides to post nine points for America. By the halfway stage of the match, England was ahead, 33-21, and there was no way back for America. The final rounds were dominated by England, and the final score showed the Lions ahead, 69-40. CN

Poole Speedway
Poole, England
Results: October 18, 1994 (Round 3 of 3)

1. England 69 (Joe Screen 14, Mark Loram 12, Chris Louis 12, Gary Havelock 10, Steve Schofield 9, Dean Barker 8, Martin Dugard 3); 2. USA 40 (Greg Hancock 9, Billy Hamill 9, Sam Ermolenko 8, Dukie Ermolenko 8, Bobby Ott 4, Chris Manchester 2, Brent Werner 0).

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The 600 Supersport class featured close racing from start to finish, as Vance & Hines Yamaha veteran Jamie James put together a flawless last lap charge to leave the second-place battle between Muzzy Kawasaki rider Steve Crevier and Kawasaki privateer Gerald Rothman Jr.

Bartels' Harley-Davidson rider Shawn Higbee and Mitchell's Modesto H-D rider Matt Wait played 'hogs and slammers' as they collided through the turns on the final lap for top honors in the H-D Twin Sports race; only one would cross the finish line.

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Todd DeHoop (1) dueled with Robbie Skaggs (441) in the Pro classes during the Birch Creek round of the AMA Fall Classic MX Series.

Racing Enterprises Vet Cup Series: Final round

Boiteau blasts Carlsbad MX

By Kit Palmer

CARLSBAD, CA, OCT. 22

Honda-mounted Rich Boiteau topped a strong field of Vet Juniors during the final race of the Racing Enterprises-promoted Vet Cup Series at Carlsbad Raceway.

Curt Jablonski grabbed the first-moto holeshot over the 21-rider field, but Boiteau quickly assumed the lead on the opening lap and proceeded to build a strong advantage over the field. Jablonski quickly dropped to eighth. Boiteau continued on his tirade, pulling to a 10-second cushion over Jeff Eary and last week's winner Ron Stebe.

Stebe began to pressure Eary for the runner-up spot at the halfway mark and went on to take it away before the field returned to the finish line to begin lap five. Eary then ran into problems in the back section of the course and dropped to sixth at the finish. Up front, Boiteau maintained his early moto superiority to score the moto win, followed by Stebe, Tim Crowder, Karl Holmberg and Jeff Gray.

Boiteau repeated his first-moto disappearing act in moto two as well, leading the race wire to wire. But behind him, a strong battle took place for second between Gray, Crowder and Stebe. Crowder hammered on Gray through the middle laps, looking for a place to pass while Stebe waited in the wings. On lap six, Stebe stepped up the pressure and passed both riders, leaving them to battle for third place. Meanwhile, Greg Hayward entered the third-place race, and while Crowder and Gray continued their battle, Hayward slipped past the two riders to nail down third at the finish.

Up front, Boiteau took the win to secure the sweep, with Stebe notching second and second overall. Hayward came across the line third, followed by Gray and Michel Lanclagent. Crowder slipped to seventh in moto two.

Pete Murray and Bob Weber battled all day long in the Vet Pro class and when all was said and done, Murray came out on top. However, both riders were outdone in the first moto by Willy Musgrave who led from start to finish. Murray, aboard a Suzuki RM250, spent the entire moto chasing second-place Weber and his Honda CR500. The Weber/Murray dice went to the wire with Weber holding on to second ahead of Murray.

Murray and Weber again battled closely in the second moto, this time, however, it was for the lead, as Musgrave ran third. Murray jumped out to the early lead but his nemesis Weber was right on his tail. Once again, the two riders were never separated by more than a few bike lengths throughout the moto, and when it was all over, it was Murray leading the way across the finish line. Murray's 3-1 tally gave him the overall win, while Weber went 2-2 for second. Musgrave went 1-3 for third.

Becky Kukla piloted her Kawasaki KX80 to the 125cc Beginner class win. She won both motos over runner-up Scott Rousseau, who holeshot the entire combined 125/250/500cc class in the second moto and led for a half lap before auguring his Suzuki and his body into a big mudhole. He recovered in last place, worked his way back up through the pack and passed third-place finisher Jon Williamson on the last lap to clinch second overall.

Yamaha rider Todd McKay was unbeatable in the 125cc Vet class. He led every lap of both motos to score the win, while TM-mounted Pete Vetrano locked up second with 3-2 moto finishes. Third went to Jeff Scott.

Desert racer Fred Willert used the rough Carlsbad course as a tune-up for next month's Baja 1000. He showed everyone he rides motocross as good as he does off-road by easily winning both 25+ Intermediate motos. Ulf Johansson finished second to Willert via 2-2 moto finishes. CN

Results

VET JR: 1. Rich Boiteau (Hon); 2. Ron Stebe (Yam); 3. Jeff Gray (Hon); 4. Karl Holmberg (Yam); 5. Tim Crowder (Yam).
250 PRO: 1. Dennis Dahlin (Suz); 2. Larry Linkogle (Hon).
VET PRO: 1. Pete Murray (Suz); 2. Bob Weber (Hon); 3. Willy Musgrave (Kaw); 4. Jim Odle (Hon); 5. Joe Merrithew (Kaw).
VET INT: 1. Rob Engel (Yam); 2. Ron Lawson (Yam); 3. D.R. Clement (Kaw); 4. Robert Failing (Hon); 5. Loren Pochirowski (Hon).
125 BEG: 1. Becky Kukla (Kaw); 2. Scott Rousseau (Suz); 3. Jon Williamson (Yam); 4. Jeanne St. Clair (Hon).
250 BEG: 1. Ben Bean (Hon); 2. Luke Agaianian (Hon).
500 BEG: 1. Richie Faulkner (Hon); 2. Rick DeFalco (Hon).
80 INT: 1. Wesley Ewart (Kaw).
80 BEG: 1. Jordan Cochrum (Kaw).
BMBR A: 1. Rich Boiteau (Hon); 2. Robert Failing (Hon).
4-STRK: 1. Nick Costello (Hon); 2. Jim Hudson (Hon); 3. Rick DeFalco (Hon); 4. Tim Daily (Hon).
25+ BEG: 1. Bob Morales (Kaw); 2. Paul Bria (Hon); 3. David Raffl (Kaw).
VET BEG: 1. Jim Naegle (Kaw); 2. Dan Shapard (Suz); 3. Bob Pickett (Hon); 4. Robert Zingg (Suz); 5. Tom Eberly (Hon).
125 VET: 1. Tod McKay (Yam); 2. Pete Vetrano (TM); 3. Jeff Scott (Hon); 4. Ted Kukla (Yam).
125 JR: 1. Colin Eberly (Hon); 2. Jason Trottier (Suz).
250 JR: 1. Chris Weedon (Kaw).
25+ INT: 1. Fred Willert (Yam); 2. Ulf Johansson (Yam); 3. Eric Hjalmarson (Yam).
500 INT: 1. Robert Failing (Hon).
500 JR: 1. Donn Maeda (Hon); 2. Karl Holmberg; 3. Michael Wygant (Hon); 4. John Tookey (Hon).
40+ EX: 1. Alan Olson (Hon); 2. George Kohler (KTM); 3. Nick Costello (Hon); 4. Gary Doggett (Hon); 5. Bengt Johansson (Yam).
40+ INT: 1. Dennis Middleton (Hon); 2. Tim Daily (Hon); 3. Chris Schlickenmeyer (Hon); 4. Tom Eberly (Hon); 5. Bill Malone (Hon).
40+ JR: 1. Bruce Cornell (Kaw); 2. Scott Younggren (KTM).

AMA/Dirt Shirts Fall Classic Series: Round 4

Neese, Brown battle at Birch Creek MX

By Jay and Sharon Hauser

DANVILLE, VA, OCT. 16

Motocross fans around the Southeast region have grown to know and anticipate the explosive battles between two of the areas brightest talents, Jim Neese and Mike Brown.

It has become like clockwork to see these two riders go at it tooth-and-nail for a complete moto with rarely more than an inch between them, and round four of the AMA Fall Classic Series at Birch Creek Motosports Park was no different.

Neese was able to put his O'Neal/Scott/Sunstar/Dunlop/Tsubaki/Arai/Team Green HammerHead Graphics/BraKing/Uni-Filter/Ballzie Aggressive Wear/Performance Engineering-prepared Kawasakis to the front of the field to post 2-1 moto scores in the 125cc Pro division en route to capturing the overall win for the day.

Neese flexed his muscle early as he took the holeshot at the start of the first 125cc Pro moto, but Greg Rand took the early lead. Rand worked past Neese out of turn three and set a blistering pace for the first circuit until the blistering pace took its toll on Rand's spark plug. Rand slipped back in the field to an eventual DNF.

Neese was back out front with Brown pushing him for the top spot. With Brown working every trick in the book to move past Neese for the lead, the two front-runners started putting some distance between themselves and the rest of the field before the halfway point. Brown made his move on Neese in the back section on lap four and made it stick, taking over the lead to the checkered flag.

Rand was running out front again as the 125cc moto two got underway with a holeshot over Neese and Hank Moree. Brown found himself in fifth, wedged between Tim Welch and Kevin Crine. Neese was first to get going, and he quickly displaced Rand and set out to put as much distance between he and Brown as possible before Brown could work past the three-rider cushion. Unfortunately for Neese, Brown had no intention of wasting any time blasting by the others to get to Neese, and he was knocking on Neese's rear fender by lap two.

Once Neese and Brown hooked up together the show began. Over 1800 spectators lined the fences to watch the killer race that followed, watching the pair trade the lead position several times per lap, stuffing each other, crossing lines and riding the ragged edge. When the dust settled it was Neese with the victory over Brown, with Rand putting in an outstanding ride to bring home third.

Crine posted another solid finish in fourth but not without the company of hard-working Barry Carsten, who had clawed his way to fifth just to come inches short of slipping past Crine at the checkers. CN

Results

125 PRO: 1. Jim Neese (Kaw); 2. Mike Brown (Hon); 3. Kevin Crine (Hon); 4. Barry Carsten (Suz); 5. Robbie Skaggs (Kaw).
250 PRO: 1. Jim Neese (Kaw); 2. Todd DeHoop (Hon); 3. Mike Brown (Hon); 4. Kevin Crine (Hon); 5. Barry Carsten (Suz).

Chinen captures California Cup Women's Motocross

By D. Matthews

PALMDALE, CA, OCT. 15

Corina Chinen continued her dominance of Women's racing in California by capturing the overall victory in the Women's California Cup National Championship at Los Angeles County Raceway.

Moto one started off on a dramatic note, as Jodi Hollows' Suzuki lunched a tranny on the line. Running through the pits, she quickly borrowed a bike and got to the line seconds before the gate dropped. Chinen holeshot moto one, which consisted of pros, vets and intermediates. Chinen led the entire race from wire to wire. Second place was Jamie Pamintuan, racing in one of her first races back after breaking her hand. Pamintuan stayed with Chinen the duration of the moto but was unable to mount serious opposition. Third was secured by Jodi Hollow, followed by Tami Rice and Bonnie Warch.

Moto two saw Pamintuan squirt out front with Chinen stalking. Hollow fell in turn one, picked herself up and raced like a scalded cat back up to the leaders. By lap four it was all over, as Chinen executed the pass for the lead in the infield esses. Pamintuan held on bravely, despite obvious pain in her hand.

Third had developed into a royal battle between Warch, Rice and Hollow. These racers put on quite a show, lasting the entire moto with no one giving an inch. The race for third was decided on the final lap. In the whoop section leading to the finish, the three riders fanned out, looking for the smallest advantage in the race to the flag. Hollow and Warch bobbled slightly, giving Rice the precious gap necessary to secure third. Fourth and fifth went to Hollow and Warch just a heartbeat behind.

In the Beginner class, Jasmine Reed was the class of the field scoring a perfect 1-1. Reed showed great potential and got rewarded with a trip to the Novice division for 1995. Second went to Chris Russell.

Results

PRO: 1. Corina Chinen (Kaw); 2. Jamie Pamintuan (Suz).
INT: 1. Jodie Hollow (Suz); 2. Annette Terry (Suz); 3. Val Roberts (Hon); 4. Stacy Bremmer (Yam); 5. Lydia Couch (Hon).
VET: 1. Tami Rice (Suz); 2. Bonnie Warch (Suz); 3. Debbie Matthews (Kaw).
BEG: 1. Jasmine Reed (Yam); 2. Chris Russell (Yam); 3. Tina Handelin (Yam); 4. Brenda Burson (Kaw); 5. Heather Matthews (Kaw).

Decker destroys Madera MX

By Tim Quinn

MADERA, CA, OCT. 20

Robert Decker took the overall win in the Vet Intermediate class at round four of the CMA Fall Motocross Series in Madera, besting a field of eight entrants.

Craig Lane took the lead early in moto one, but not without a fight. He was chased by eventual moto winner Jim Whipple and Greg Pennington for the first couple of laps. Whipple took the lead away from Pennington on lap two while Robert Decker held third. Whipple wasted little time opening up distance on the rest of the field and cruised to the win. Decker closed on Pennington during the late laps to take over second by moto's end. Pennington was third.

In moto two, Whipple once again took the front-running spot but went down in an altercation with another rider over the rockers. The crash would effectively take him out of contention for the overall. Craig lane held the lead

for two laps until Decker took the position away. David Camarena made his presence known in moto two by moving into the third position, and he stayed there for the duration of the moto. At the checkered flag it was Decker, Lane and Camarena. The overall went to Decker, second to Lane, and Camarena rounded out the top three.

Results

50 STK BEG: 1. Dustin Johnson; 2. Kyle Gwinn; 3. Louie Ferraro.
60 (0-8) NOV: 1. Jack VanCamp.
60 (9-11) BEG: 1. Justin Woods; 2. Snakeman Guisande; 3. David Peterson.
60 (9-11) NOV: 1. Buffalo Soito; 2. Arik Swan; 3. James Wright.
80 BEG D-1: 1. Sheldo Stowell; 2. Sheena Patterson; 3. Stanley Lewis.
80 BEG: D-2: 1. Jonathan Crotti; 2. Dan Replogle; 3. Jason Waite.
80 NOV: 1. David Boothe; 2. Nick McBride; 3. Kelly Quinn.
80 INT: 1. Jess Medley.
125 BEG D-1: 1. Robert Templeton; 2. Ryan McArthy; 3. Mark Cottonaro.
125 BEG D-2: 1. Mike Aiello; 2. Tim Cochran; 3. Randy Griffin.
125 NOV: 1. Jeremy Carter; 2. Zane Reif; 3. Keith Verdin.
125 INT: 1. Matt Styles; 2. Justin Quinn; 3. Eric Liddell.
250 BEG: 1. Steven Mervau; 2. Danny Barber; 3. Jim Copeland.
250 NOV: 1. Jeremy Carter; 2. Chris Platero; 3. Zane Reif.
250 INT: 1. Chuck Bradshaw; 2. Matt Styles; 3. Kevin Hunt.
250 PRO: 1. Irv Achziger.
VET BEG: 1. Jeff Cunningham; 2. Rob Dresser; 3. Kevin Wilson.
VET NOV: 1. Dave Henderson; 2. Mark Hawkins; 3. Ray Gammill.
25-29 NOV: 1. Martin Markle; 2. Steve Nelson; 3. Bob Pimental.
VET PRO: 1. Irv Achziger; 2. Dave Hosaka; 3. Dale Gunter.
VET INT: 1. Robert Decker; 2. Craig Lane; 3. David Camarena.
500 NOV: 1. Jimmy Abshire; 2. Greg Lepesh; 3. Kevin Maas.
OT NOV: 1. Brian Merchant; 2. Stuart Poytress; 3. Leroy Smith.
500 BEG: 1. Mike Cheney; 2. Phil Segundo; 3. Pedro Garcia.

Skaggs gets green at Birch Creek Motocross

By Jay and Sharon Hauser

DANVILLE, VA, OCT. 15
Team Green's Robbie Skaggs turned out to win the most green as he took the 250cc A class win to collect the biggest part of the $1000 purse in the AMA Fall Classic Amateur day at Birch Creek Motorsports.

Although the Fox/Dunlop/Gary Bailey Schools/Ceet/100%/Tsubaki/Endura/Sunstar/Pro-Art Works/FMF-backed Skaggs took the overall honors for the day, the victory did not come easy, thanks to his Team Green counterpart Richie Horton and local ace Kevin Walker. Skaggs put his Kawasaki to the front of the field to take the opening-moto wins in each class, but actually took the overall by being consistent.

When the gate dropped for the first 250cc A class, it was Walker roosting to the front of the pack. Walker's holeshot was quickly cut short as a quick bobble in the thick outer mud of turn two sucked him in just long enough to allow Skaggs to squeak past for the lead. Rob McWhorter worked his big CR500 into third behind Walker as the pack worked into lap one with Tilden Styron and Mike Eastwood filling the top five.

Walker bumped up the gas and reassumed the lead by the end of lap one. But with the laps winding down in moto one, Skaggs wicked it up and put some heavy pressure on Walker, and kept it on until Walker cracked, and Skaggs went past for the win.

Walker again blasted out to a big lead in 250cc A moto two, only this time it was Horton hot on his case, with Skaggs closely tucked into third.

The lead trio quickly began to pull away from the field and stretched a comfortable distance on Eastwood and the rest of the pack by lap two, when the three-way battle turned into a two-way duel of death. Walker fell out of contention on lap two and left the battle for the win to Horton and Skaggs.

Horton fought off every pass attempt that Skaggs could throw at him to hold on for the win, but it was not enough. Horton needed the cushion of Walker between himself and Skaggs for a shot at the overall, but with Walker's trouble went Horton's overall. Skaggs secured the second position in moto two which resulted in a better overall score and the victory over Horton.

Results

50 (4-6): 1. Tyler Shuemate (Yam); 2. Ryan Fitzwater (Yam); 3. Buddy Biage (Yam); 4. Dustin Smith (Yam); 5. Austin Cooper (Yam).
50 (7-8): 1. Sam Fitzwater (Yam); 2. Jeffery Prilliman (Yam); 3. Kevin Prilliman (Yam); 4. Heather Biage.
60: 1. Chase Shuemate (Kaw); 2. Matt Boyer (Kaw); 3. Steven Dailey (Hon); 4. Scott Terry (Kaw); 5. Chris Culler (Kaw).
80 (12-15): 1. Bobby Ranker (Kaw); 2. Jered Black (Suz); 3. Josh Wood (Kaw); 4. Marty Pence (Kaw); 5. Josh Hutchins (Yam).
SCHBY: 1. Robbie Horton (Kaw); 2. Aaron Benfield (Kaw); 3. Jered Black (Suz); 4. Bobby Ranker (Kaw); 5. Ron Lewaller (Kaw).
125 A: 1. Robbie Skaggs (Kaw); 2. Richie Horton (Kaw); 3. Kevin Walker (Yam); 4. Mike Eastwood (Kaw); 5. Tildon Styron (Suz).
125 B: 1. Robbie Horton (Kaw); 2. Mitchell Hodges (Kaw); 3. Brandon Turlington (Kaw); 4. Jason Dean (Suz); 5. Jeff Fields (Suz).
125 C: 1. Doug Neighbors (Hon); 2. Chap Harkrader (Hon); 3. Daniel Dailey (Hon); 4. Caven Woodruff (Kaw); 5. Kelly White (Kaw).
125 D: 1. Scott Tilton (Suz); 2. Jason Whitt (Hon); 3. Casey Leach (Kaw); 4. Michael Vadase (Hon); 4. Eric Tate (Hon).
250 A: Robbie Skaggs (Kaw); 2. Richie Horton (Kaw); 3. Mike Eastwood (Kaw); 4. Tildon Styron (Suz); 5. Kevin Walker (Yam).
250 B: 1. Mitchell Hodges (Kaw); 2. Brandon Turlington (Kaw); 3. Mark Wagner (Kaw); 4. David Florence (Kaw); 5. Keith Newton (Suz).
250 C: 1. Caven Woodruff (Kaw); 2. Dustin Floyd (Suz); 3. Steve Talbott (Hon); 4. Richard Holler (Hon); 5. Danny Skipper (Yam).
250 D: 1. Roger Arnold (Kaw); 2. Kyle Richardson (Kaw); 3. Kyle Grant (Yam); 4. Hilton Holdron (Kaw); 5. Ben Arnn (Hon).
30+ A: 1. Donnie Foster (Hon); 2. Tim Mantooth (Hon).
30+ B: Jimmy Johnson (Yam); 2. Kevin Austin (Suz); 3. Dennis Prilliman (Kaw); 4. Daniel Bell (Yam); 5. Marc Cleveland (Hon).
U/L B-C: 1. Jeff Fields (Suz); 2. Doug Neighbors (Hon); 3. Chap Harkrader (Hon); 4. Danny Dailey (Hon); 5. Jason Sell (Hon).
35+: 1. Mark Smith (Suz); 2. Roger Arnold (Kaw); 3. Paul Mundt (Yam); 4. Duke Finch (Yam); 5. Kyle Grant (Yam).

Bauer blasts Cambridge TT

By Tim McBride
Photo by Mac

CAMBRIDGE, MN, OCT. 9
The Norsman Motorcycle club hosted the final round of the District 23 championship dirt track series at its Tourist Trophy-type race track located in Cambridge Minnesota, and Trackstar Motorsports-sponsored Marcus Bauer doubled his pleasure by winning two classes.

After notching his first AMA 250cc B class main event of the season, Bauer, who has been struggling with the tough District 23 competition since the beginning of the season, kept his momentum going when he lined up for the Open B class. Wildcard entrant and heat winner Buzz Arndt jumped into the lead at the start with Dave Jenkins, Tim Gregory, Bauer, Steve Hill, Lee Fealey and Randall Thistle in his wake. Arndt's race ended quickly however, when his bike sputtered to a halt before finishing the first lap. That gave Jenkins the lead. But by the end of the second lap, Bauer moved past Gregory and then Jenkins to take control. Hill was also on the move, as he dispatched Gregory and Jenkins on the next circuit to finish second. Bauer then went on to score his second win of the afternoon.

"It seems that I've spent the whole season falling on my butt," said an elated Bauer. "I knew that if I could keep it on two wheels, it would make a difference."

Bob Reynolds wrapped up the 40+ class championship by finishing in second place behind Arndt in the main event. Reynolds grabbed the holeshot at the start with Frank Radloff, Arndt and Blackwell in tow. Arndt slid past Radloff and set after Reynolds in his race-long quest for the lead. Arndt's opportunity came when the duo sailed over the start-finish jump on the last lap. When Reynolds accidently kicked his bike into neutral, the miscue allowed Arndt to score the win just ahead of Reynolds. Radloff was able to hold off Blackwell for the final rostrum position.

Results

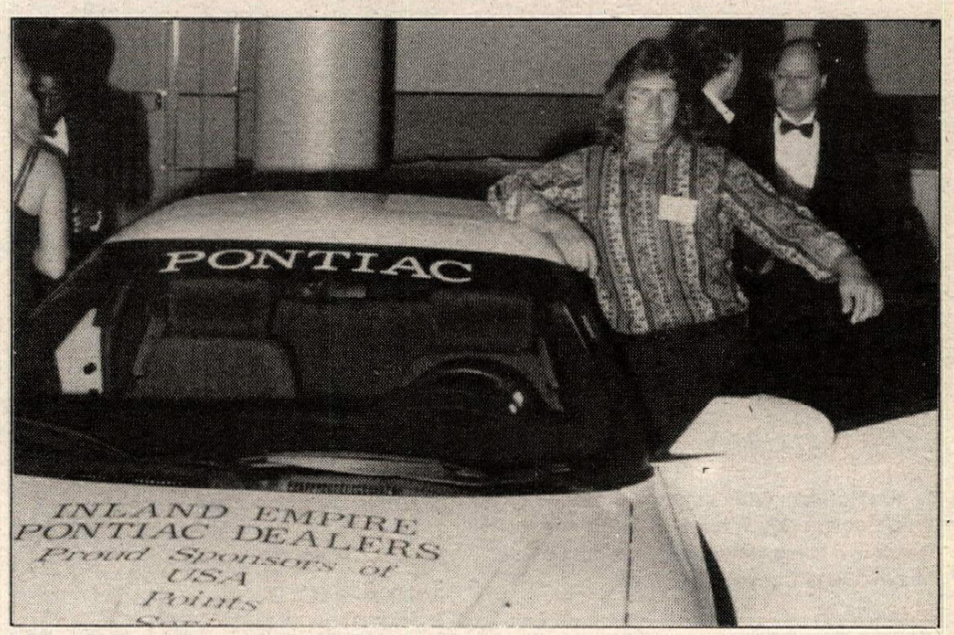
OPEN A: 1. Peter Hook; 2. Steve Kasten; 3. Billy Hoffmiester; 4. Kurt Boehlke; 5. Verdeen Langland.
250 A: 1. Verdeen Langland; 2. Steve Kasten; 3. Bucky Lorentz; 4. Norb Gregory.
OPEN B: 1. Marcus Bauer; 2. Steve Hill; 3. Tim Gregory; 4. Dave Jenlins; 5. Lee Fealey.
250 B: 1. Marcus Bauer; 2. Tim McBride; 3. Keegan Iverson.
NOV: 1. Mike Pangerl; 2. Martin Leir.
30+: 1. Steve Hill; 2. Lee Fealey; 3. Dave Jenkins; 4. Randall Thistle; 5. Marty Mataya.
40+: 1. Buzz Arndt; 2. Bob Reynolds; 3. Frank Radloff; 4. Joe Blackwell.
TW: 1. Billy Hoffmiester; 2. Steve Hill; 3. Eric Brouhard.
VINT TW: 1. Steve Hill; 2. James Eastlee; 3. Fred Prudhomme; 4. Joe Blackwell; 5. Frank Radloff.
VINT SGL: 1. Tim Gregory; 2. James Eastlee; 3. Tim McBride; 4. Charlie Langland; 5. Mike Pangerl.
80: 1. T.J. Zeidler; 2. Anthony Gardner; 3. Verlon Langland; 4. Adam Malecek; 5. Jacob Blackwell.
50: 1. Jacob Mataya; 2. Jayson James; 3. Lee Mies; 4. Josh Koch; 5. Andrew Larson.
OPEN MX: 1. Quentin Blomberg; 2. Tim Jones; 3. Guy Williams.

Dickson doubles at Phoenix vintage Motocross

By Mickey Wood

PHOENIX, AZ, OCT. 2
Ryan Dickson rode to a two-class victory at round one of the Arizona Vintage Dirt Racers Association (AVDRA) 1994-95 MX Series held at Phoenix Raceway Park.

Dickson, in his first motocross, was mounted aboard a CZ that has been owned since new by his father. A steady four motos saw him move through the field to the front each time to win the Open Novice and 30+ Novice classes.



Another first-time victor was Yamaha-mounted Open Expert Rick Hinchliff, who rode a good race and was helped a bit by Kevin Krugh missing the start of his first moto while bench racing. Krugh ended the day second overall ahead of new Expert Darren Curtis. Krugh came back to take the 30+ Expert victory over Maico rider Gene Maple.

Ken Lusk topped the 30+ Intermediate class over Ed Zorne, who was making his last showing in the class before moving up to the Expert ranks. Zorne was another bench-racing victim, but did manage to edge out new Intermediate Tom Seagrove for the runner-up spot.

This event marked the fourth anniversary of AVDRA's first event, and along with the customary cake and ice cream celebration, the new class format made its debut. In addition to Open vintage classes, there are now age groups and Premier divisions for older machines. In this first running of the Premier Novice class, Ducati 350 rider Dave Chrone defeated the AVDRA president, Jim Wilson, for top honors.

Results

OPEN EX: 1. Rick Hinchliff (Yam); 2. Kevin Krugh (Hus); 3. Darren Curtis (Suz).
OPEN INT: 1. Tom Seagrove (Hus); 2. Tim Curtis (KTM); 3. Ed Zorne (Yam).
OPEN NOV: 1. Ryan Dickson (CZ); 2. Roger Jensen (Hon); 3. Craig Skinner (BSA).
125 NOV: 1. Paul Shoen (Ric); 2. Chris Reed (Hus); 3. Paul Dye (Hod).
30+ EX: 1. Kevin Krugh (Hus); 2. Gene Maple (Mai).
30+ INT: 1. Ken Lusk (CZ); 2. Ed Zorne (Yam); 3. Tom Seagrove (Hus).
30+ NOV: 1. Ryan Dickson (CZ); 2. Chris Reed (CZ); 3. Paul Shoen (Ric).
40+ NOV: 1. Craig Skinner (BSA); 2. Jim Wilson (Hus); 3. Dave Chrone (Duc).
40+ INT: 1. Tim Curtis (KTM).
40+ EX: 1. David Boydstun (Bul).
PREM EX: 1. David Boydstun (BSA).
PREM NOV: 1. Dave Chrone (Duc); 2. Jim Wilson (Hus).

Black Wins '94 Pontiac at USA Speedway Banquet

By Nikki Bailey
Photo by Jim Thorn

SAN BERNARDINO, CA, OCT. 15
Tuxedos, gowns, dinner and dancing. The Raddison Hotel was the setting for over 200 of Southern California's top Speedway riders and their guests during the United Speedway Association's (USA) 1994 Awards Ceremony.

The anticipation had been building all season for this gala affair, where one lucky rider would be proclaimed the winner of a 1994 Pontiac Firebird. Jerry Black of San Bernardino was the lucky one to have his name pulled, in a random drawing sponsored by the Inland Empire's Pontiac Dealers Association. The Dealers formed a points fund for the top 20 riders, along with the top three sidecar teams, leading in points for the '94 season. Speedway riders accumulated points from three USA tracks in Southern California, which included Victorville, Glen Helen and Lake Perris. Each rider received a certain number of entries depending on their standings, which were then put into a drum. First in points for the season was "Flyin'" Mike Faria, who had 40 entries! Black, who was also recognized as the Most Dedicated Rider in '94,

(Top) Marcus Bauer (12) rode to wins in both the 250cc and Open B classes at the Cambridge TT.
(Above) Speedway racer Jerry Black was the lucky winner of a 1994 Firebird at the United Speedway Association awards banquet. The car was the grand prize of the USA's '94 points series.

came out a winner in eighth place with only 13 out of 257 entries.

Ten other names were drawn and the winners were given prizes donated by speedway sponsors. Each of the top 20 riders and top three sidecar teams received a plaque stating their points position and a "care package" of Lucas Oil Products.

Twenty-six riders and sidecar teams were recipients of awards such as Rookie of Year, which was presented to First Division rider Dustin Evans and the sidecar team of Hall and Miller.

Jeremy Aden accepted Most Improved rider in First Division, Doug Ubie in Second Division, and Anderson and Fisher in sidecars. Best Sportsman was awarded to Paul Colston, Ben Mears and Brown/Edwards in their respective divisions.

Charley "The Edge" Venegas accepted the award for Most Professional, wearing a distinguishing long-tailed tuxedo and sneakers. The Most Professional rider in Second division went to Mitch Hall, while the Lewis/Macy team accepted the sidecar plaque.

Faria, who was unable to attend the banquet, was voted Best Showman, as were Dave Berry in Second Division and Steel and King in sidecars.

The Best Personality Award went to the only First Division rider who was wearing a gown, Miss Angela Hale. Bob Marshall and Sidecar National Champions Gardner/Lynch were also given the Personality Awards. The persistence of Chris Harrington won him the Hard Luck Award this season. Bill Green and Horsley/Medberry were two of the Most Dedicated riders in 1994, while the Most Promising riders were Stephens/Stephens in the sidecar class.

Beau Levendoski accepted the Crash of The Year Award for his spectacular encounter with the wall during the September 17th race at the Victorville track.

A special honor went to Mark Hess of Victorville when he was presented with the Ken Berry Memorial Award. The perpetual award reads: "This Award is Dedicated to the Kind of Speedway Rider that Ken Represented, a True Ambassador of Speedway."

Buehl sweeps Action Sports Supercross

By David L. Patton Jr.

NELSONVILLE, OH, OCT. 8
Jeromy Buehl returned to racing at the Action Sports Center and rode flawlessly to win all four Pro motos.

Damon Huffman (20) caught and passed Doug Dubach (32) in both motos for the overall Pro class victory in MX action at the new Quail Canyon OHV area.

Buehl, on an F&S-backed Suzuki, had to overcome Josh Steel and James Eickel at round five of the 1994 Budweiser Supercross Series.

Buehl's starting technique was perfect as he led the field at the start of the first 125cc Pro moto. Chuck Reed ran in second ahead of J.D. Collins, James Eickel and Josh Steel, who was on a borrowed Honda and really on the gas. After taking a couple of laps to outrun Eickel, Steel blasted by Collins and went after Reed. With the large crowd cheering him on, Steel outjumped Reed in the infield whoop section to take over second. Steel continued to hammer his way around the track trying to catch Buehl. Though he was able to close on Buehl, Jeromy took the checkered flag. Pro Circuit-backed Eickel slipped by Collins as the moto wound down, and finished fourth behind Reed.

Between motos, Eickel, who leads the Summer Series points standings, explained his problem.

"My pipe is crushed and my bike is way down on power," Eickel said. "I can't even jump the triples."

Eickel had to get a good start to run with Buehl, Steel and Reed, and when the 125cc A class hit the first turn in moto two, Eickel led the field, with Shane Lawson and Buehl - who are both recovering from serious knee injuries - chasing him.

Buehl tried to set up Collins while keeping an eye on Steel. Both riders flew by Collins in the infield whoops and the battle for second pushed them closer to Eickel. Reed was really on the move and picked off riders on his way to the front.

Buehl finally caught Eickel in the back section, and he outjumped Eickel in the double jumps. Eickel tried to block-pass Buehl in the big bowl turn, but Buehl didn't flinch and kept the lead. For the last three laps, Steel hammered around the course, but Buehl held on to take the win. Eickel and Collins took third and fourth, respectively, ahead of Reed, who slipped past Lawson on the last lap.

Results

50: 1. Kyle McKenzie (Lem); 2. Tyler Grubb (Lem); 3. Michael Willard (KTM); 4. Austin Rohr (KTM); 5. Joey Pellett (Yam).

65: 1. Willy Browning (Kaw); 2. Dustin Cottrill (Kaw); 3. Christopher Robertson (Kaw); 4. Derek Sturgell (Kaw); 5. Richie Robinson (Kaw).

MINI JR: 1. Jeff Gibson (Kaw); 2. Brian Bartlett (Suz); 3. Corey Arnold (Kaw); 4. Willy Browning (Yam); 5. Eric Saylor (Kaw).

MINI SR: 1. Nicholas Wey (Kaw); 2. Christopher Berry (Yam); 3. Rob Welch (Yam); 4. Harold Goings (Yam); 5. Justin Weber (Kaw).

SCHLBY: 1. Scott McMillin (Kaw); 2. Jason Frecker (Hon); 3. Nicholas Wey (Kaw); 4. Christopher Berry (Yam); 5. Ryan Laufersweiler (Kaw).

16-24: 1. Charlie Dunaway (Kaw); 2. David Piccirillo (Yam); 3. Travis Mahoney (Suz); 4. Scott Henderson (Hon); 5. Walter Mahoney (Suz).

125 B: 1. Scott McMillin (Kaw); 2. Jason Frecker (Hon); 3. Troy Swartz (Kaw); 4. Scott Henderson (Hon); 5. Scott Shafer (Suz).

125 C: 1. David Piccirillo (Yam); 2. Terry Collins (Suz); 3. Chris Kuhn (Kaw); 4. Chuck Kilkenny (Suz); 5. Noel Sparks (Kaw).

250 B: 1. Brett Leimeister (Kaw); 2. Richard Robinson (Hon); 3. John Davis (Kaw); 4. Michael Grant (Yam); 5. Walter Mahoney (Suz).

250 C: 1. David Piccirillo (Yam); 2. Noel Sparks (Kaw); 3. Chuck Kilkenny (Suz); 4. James Burton (Kaw); 5. Tim Finle (Kaw).

OPEN B: 1. Shaun Swisher (Hon); 2. Paul Powell (Hon).

25+: 1. Mike Morgan (Yam); 2. Tim Peck (Suz); 3. Mike Hogan (Hon); 4. Scott Gainer (Kaw); 5. Tim Peck (Suz).

30+: 1. Richard Robinson (Hon); 2. Tim Peck (Suz); 3. Gerry Bennett (Hon); 4. James Burton (Kaw).

125 A: 1. Jeromy Buehl (Suz); 2. Josh Steel (Hon); 3. James Eickel (Hon); 4. Chuck Reed (Suz); 5. J.D. Collins (Kaw).

250 A: 1. Jeromy Buehl (Suz); 2. Josh Steel (Kaw); 3. Chuck Reed (Suz); 4. J.D. Collins (Kaw); 5. Mike Morgan (Yam).

Morais amazes at Turlock MX

By J.R. Canaguier

TURLOCK, CA, OCT. 16

Series points leader Cory Morais and his green Kawasaki scored the overall win in the 125cc Novice class at the Turlock MX facility during round two of the GFI North Fall Series.

Moto one started with Morais, Jason Turner and Robert Simpson going through the first and second turns as if they were glued together. In close pursuit were Tyler Evans, Nick Pappas and Mike Goldstein. By the end of the first lap, the racers spread out a little. Simpson took over the lead, Evans moved into second, and Morais was third. A pileup in the second turn put Pappas, Seth Young and a few others back a bit, but Pappas soon moved up to settle into fifth behind Turner. Morais felt the heat building from behind, cranked it up a notch and started gaining on the Evans/Simpson battle for the lead.

Halfway through the fourth lap it looked as though Evans would put an inside move on Simpson, but his KX seized the crankshaft putting a halt to an incredible challenge. With Evans out, Morais moved into second but could not catch Simpson. At the checkered flag it was Simpson, Morais, Goldstein, Turner and Pappas rounding out the top five.

It was much to the relief of the rest of the front-runners that the gate dropped to start the second moto without Evans. Morais took the lead instantly and never looked back. If he had, he would have seen Turner, Simpson, Goldstein and Paul Temmerman right on his heels. A three-bike mishap on lap one put Simpson and Pappas back a bit, giving way to J.R. Pollard, Steve Kennedy and Seth Young. By the third lap, Morais and Turner settled into a pace that kept them equally distanced for the remainder of the moto about 10 seconds ahead. Back in the pack, Kennedy and Simpson were going at it like there was no tomorrow. They wasted no time getting by Pollard and Goldstein and soon moved up on Temmerman and Young. Temmerman got by Young on lap four, and Simpson passed Kennedy on lap five.

The train continued to the end, with no one giving an inch, and it ended with Morais taking the win and the overall despite a fierce charge by Turner, who put together 4-2 scores for second overall. Rounding out the top five were Temmerman, Young and Simpson, in that order.

Results

P/W (4-6): 1. Zach Henry (Yam); 2. James Leon (Yam); 3. Jared Morrison (Yam); 4. Dean Kolstad (Yam); 5. Timothy Bass (Yam).

P/W (7-8): 1. Nathan Brock (Yam); 2. Aaron Bergantz (Yam); 3. Ryan Montgomery (KTM); 4. Pat Patterson (Hon); Devin Di Basilio (Yam).

P/W OPEN: 1. Chance Moss (Suz); 2. Alex Madison (Yam).

60 BEG: 1. Iceman Hernandez (Kaw); 2. Charlie Morrison (Kaw); 3. Michael Brock (Kaw); 4. Brian Burson; 5. Travis Patterson (Kaw).

60 NOV: 1. Ryan Morais (Kaw); 2. Robert Harold (Kaw); 3. Vincent Blair (Kaw); 4. Wes Patterson; 5. Cory McDaniel (Kaw).

80 BEG: 1. Kenny Hess (Yam); 2. Ryan Philpot (Suz); 3. Adam Huffer (Suz); 4. Aaron Casados (Hon).

80 NOV: 1. Mike Northrop (Suz); 2. Danny Ornelas (Suz); 3. Robert Blake (Kaw); 4. Ryan Morais (Kaw); 5. Robert Harold (Suz).

80 INT: 1. Jeff Northrop (Kaw); 2. Jesse Ketchum (Suz); 3. Tyler Evans (Hon); 4. Aaron Baker (Yam).

125 BEG D-1: 1. Calvin Andlovec (Yam); 2. Mike Newman (Hon); 3. Mike Hernandez (Yam); 4. Paul Latala; (Hon); 5. Danny Ornelas (Kaw).

125 BEG D-2: 1. Deiter Temmerman (Hon); 2. Russell Wilcox (Suz); 3. Brian Rinna (Hon); 4. Brandon Shelton (Suz); 5. Scott Berg (Kaw).

125 NOV: 1. Cory Morais (Kaw); 2. Jason Turner (Suz); 3. Robert Simpson (Kaw); 4. Mike Goldstein (Hon); 5. Paul Temmerman (Hon).

125 INT: 1. Jason Jenkins (Hon); 2. Oren Bray (Yam); 3. Craig Humphrey (Suz); 4. Jeff Baldwin (Kaw); 5. Joe Ryan (Suz).

125 PRO: 1. Pat Comm (Yam); 2. Ricky Ryan (Yam); 3. Dan Paladino (Kaw); 4. Turtle Wikoff (Hon); 5. Scott Davis (Kaw).

250 BEG: 1. Tim Dunn (Yam); 2. Andrew Mynatt (Hon); 3. Mike Wenstrand (Kaw); 4. Todd Espicha (Yam); 5. Jason Mullany (Hon).

250 NOV: 1. Dan Hodges (Hon); 2. Seth Young (Kaw); 3. Nick Pappas (Hon); 4. J.R. Mason (Hon); 5. Mike Scott (Hon).

250 INT: 1. Joe Ryan (Suz); 2. Ben Shank (Kaw); 3. Craig Humphrey (Suz); 4. Casey Musick (Kaw); 5. Doug Russell (Yam).

250 PRO: 1. Rick Ryan (Yam); 2. Jim Clay (Yam); 3. Jed Green (Hon); 4. Dustin Bloomfield; 5. Jon Nelson (Yam).

500 PRO: 1. Jon Nelson (Yam); 2. Dustin Bloomfield (Hon); 3. Keith Mayes (Hon); 4. Geoff Woods (Hon); 5. Ricky Ryan (Yam).

25+ BEG: 1. Russell Wilcox (Suz); 2. James Hopper (Hon); 3. Craig Bass (Kaw); 4. Daniel Cobari (Hon).

25+ NOV: 1. Dan Castro (Yam); 2. Steve Nelson (Kaw); 3. Bob Pimentel (Hon); 4. Mike Scott (Hon); 5. Martin Markle (Yam).

25+ INT: 1. Randy Medley (Kaw); 2. Dave Montgomery (Yam); 3. Steve Piattori (Suz); 4. Rick Mattos (Hon); 5. Skip Guinn (Kaw).

25+ EX: 1. Jack Azevedo (Hon); 2. Bobby Welch (Hon); Marty Jones (KTM); 4. Fred Deinzer (Hon); 5. Johnny Ray (Suz).

OTHG BEG: 1. Robert White (Hon); 2. Rick Jewell (Yam); 3. Kevin Abernathy (KTM); 4. Matt Corant (Kaw); 5. George Deixiera (Hon).

OTHG NOV: 1. John Wilson (Hon); 2. Matt Longo (Yam); 3. Stan Slate (Yam); 4. Ed Sims (KTM); 5. Chris Schlender (Kaw).

OTHG INT: 1. Dave Harrell (Suz); 2. Paul Montgomery (Kaw); 3. Mark Stepovich (Kaw).

OTHG EX: 1. Gary Fargo (Suz); 2. Steve Lawrence (Hon); 3. Jeff Rapetti (Suz).

VET BEG: 1. Steve Furtado (Hon); Glenn Delatoro (Suz); 3. Mike McEwen (Suz); 4. Steve Baltz (Suz); 5. Steve Hall (Hon).

VET NOV: 1. J.R. Mason (Hon); 2. Dan Castro (Yam); 3. Stu Perry (Hon); 4. Chuck Reynolds (Kaw); 5. John Traverso (Yam).

VET INT: 1. Steve Piattori (Suz); 2. Randy Medley (Kaw); 3. David Montgomery (Yam); 4. Bob Scott (Hon); 5. Ronald DiBasilio (Yam).

VET PRO: 1. Jon Nelson (Yam); 2. Mike Johnson (Suz); 3. Geoff Woods (Hon); 4. Gregg Dungan (Hon); 5. Gary Fargo (Suz).

35+ NOV: 1. Cliff Coates (Kaw); 2. Ned Wright (Suz); Mike Bergantz (Suz).

35+ INT: 1. Allan Decker (Yam); 2. Dave Harrell (Suz); 3. Terry Huffer (Kaw).

40+ NOV: 1. John Cummings (Suz); 2. Mike Begantz (Suz); 3. Leon Price (Yam); 4. Bob Kowovilka (Hon); 5. Greg Young (Kaw).

40+ INT: 1. Jim Terry (Hon); 2. J.R. Canaguier (Suz); 3. Darrell Harman (Hon); 4. Mike Kenners (Yam); 5. Jerry Stokes (Hon).

40+ EX: 1. Dirk Timmerman (Kaw); 2. John Dallaire (Hon); 3. Richard Schilling (Hon); 4. Tim Colvert (Kaw); 5. Thom Yuill (Hon).

WMN: 1. Annette Terry; 2. Susanne Temer (Kaw).

Two for Huffman at Quail Canyon Motocross

By Tony Alessi

GORMAN, CA, OCT. 16

Team Suzuki's 125cc ace Damon Huffman posted a four-moto sweep of both 125 and 250cc Pro classes during the final round of the GFI Fall Series at the all-new Quail Canyon OHV Park in Gorman, California.

The Quail Canyon OHV Park was officially reopened to racers after GFI promoter Goat Breker convinced park officials that the race track needed another chance. The track was closed some years ago when the former track operators disobeyed park rules causing immense damage to the surrounding landscape.

Huffman, who began his racing career at the Hungry Valley race course, remembered the former track.

"I used to race 60cc bikes here," Huffman said. "This track is really good. It's fast, and the turns have a lot of different lines."

Huffman didn't have to experiment with too many lines in the first 125cc Pro race after pulling the holeshot aboard a non-factory Suzuki. Huffman raced with Vet World Champ Doug Dubach during the first half of the moto. Dubach, who recently turned 31 years old, seemed unaffected by his age. In fact, one might wonder if he was a recent visitor to the fountain of youth by the way he was riding his YZ125.

"This is all for fun now," Dubach said. "I am not training as much, but I still ride my mountain bike and do testing with Yamaha. But I don't go out and do 40-minute motos or anything."

Huffman crossed the finish line in the first moto with a four-second lead over Dubach, Greg Schnell and Pro rookie Shaun Perolio.

Perolio pulled the holeshot in the second 125cc Pro moto but was passed by his O'Neal teammate Dubach before the end of the first lap. Perolio blocked Huffman for the next half a lap while Dubach tried to pull away. But Huffman swooped by Perolio just past the halfway point and left Dubach behind on his way to the eventual win. Dubach once again scored the runner-up spot. Schnell worked past Perolio just after the halfway point for third, while Donald Upton rounded out the top five.

Huffman returned later in the day to and topped both 250cc Pro motos over Dubach.

Results

50 BEG: 1. Tyler Browder (Yam).

50 (4-6) STK: 1. Mike Alessi (Yam); 2. Jeff Alessi (Yam); 3. Chris Jancich (Yam); 4. Tanner Alexander (Yam); 5. Ryan McClintock (Yam).

50 (7-8) STK: 1. Justin Wilson (Yam); 2. James Baker (Yam).

50 OPEN: 1. Michael Parker (Yam).

60 F/T: 1. Brett Mountain (Kaw); 2. Justin Wilson (Kaw); 3. Aron Tomota (Kaw).

60 BEG: 1. Nicholas Wells (Kaw); 2. Tyson Burmeister (Kaw); 3. Zac Wray (Kaw); 4. Dane Jackson (Kaw); 5. James Baker (Kaw).

60 OPEN: 1. Shane Bess (Kaw); 2. J.J. Hall (Kaw); 3. Johner Falkner (Pax); 4. Jason Ciarletta (Pax).

60 NOV: 1. Sean Collier (Kaw); 2. David Sullens (Kaw); 3. Andrew Renshaw (Kaw); 4. Andy Pierce (Kaw); 5. Jonathan Rose (Kaw).

80 F/T: 1. Andy Pierce (Kaw); 2. Dave Hall (Yam).

80 BEG: 1. Kevin Galian (Suz); 2. Garth Wallace (Kaw); 3. Danny Pettingill (Yam); 4. Taylor Nelson (Yam); 5. Gerard Patin (Yam).

80 NOV: 1. Jason Ciarletta (Suz); 2. Chris Rogers (Suz); 3. Corey Daly (Yam); 4. Peter Dutton (Kaw); 5. Chris Panek (Yam).

80 INT: 1. Jonathan Shimp (Suz); 2. Ito Posca (Yam); 3. Shane Bess (Suz); 4. Oscar Valdez (Yam); 5. Michael Sleeter (Yam).

80 EX B/W: 1. Andy Harrington (Kaw).

125 BEG: 1. Andrew Labrador (Kaw); 2. Jonathan Schultz (Suz); 3. Brian Shepherd (Kaw); 4. Brian Miller (Suz); 5. Bo Leyva (Suz).

125 NOV: 1. Clint Shepherd (Suz); 2. Brian Brown (Suz); 3. Mark Tilley (Suz); 4. Adam Pierce (Kaw); 5. Mike Todd (Yam).

125 INT: 1. Erick Vallejo (Kaw); 2. Casey Lyttle (Hon); 3. Eric Schnell (Suz); 4. Doug Parsons (Suz); 5. Gabe Bolivar (Yam).

125 PRO: 1. Damon Huffman (Suz); 2. Doug Dubach (Yam); 3. Greg Schnell (Suz); 4. Shaun Perolio (Kaw); 5. Don Upton (Suz).

250 BEG: 1. Brett Fox (Hon); 2. Craig Wirths (Hon); 3. Tim Konkol (Yam); 4. Greg Armstrong (Hon); 5. Justin Webster (Suz).

250 NOV: 1. Dean Elliot (Hon); 2. Mark Higham (Yam); 3. Ryan Pursley (Kaw); 4. Brad Schultz (Suz); 5. Nate Otto (Yam).

250 INT: 1. Pat Foster (Kaw); 2. Matt Bateman (Yam); 3. Gabe Bolivar (Yam); 4. Michel Becke (Yam); 5. Shaun Fortier (Hon).

250 PRO: 1. Damon Huffman (Suz); 2. Doug Dubach (Yain); 3. Shaun Perolio (Kaw); 4. Travis Preston (Yam); 5. Tim Telford (Yam).

500 BEG: 1. Ken Johnson (Hon); 2. James Jolley (Hon).

500 NOV: 1. Rod Robertson (Hon); 2. Scott Marlow (Kaw); 3. Tim McArdle (Hon); 4. Lendon Smith (Kaw); 5. Jon Nixon (Kaw).

25+ BEG: 1. Craig Wirths (Hon); 2. Brian Miller (Suz); 3. Tim Kunkol (Yam); 4. Randy Weese (Hon); 5. Jeff Fish (Kaw).

25+ NOV: 1. Craig Monty (Kaw); 2. Mark Higham (Yam); 3. Jamie Young (Yam); 4. Randy Shore (Suz); 5. Don Blava (Hon).

25+ INT: 1. Michel Becke (Yam); 2. David Sarian (Yam); 3. Ron Sharp (Suz); 4. Buddy Morgan (Hon); 5. Jerry Ehlers (Kaw).

25+ EX/MSTR: 1. T. Robertson (Hon); 2. Mike Dunlap (Hon); 3. Martin Klossner (Yam); 4. Joe Merriam (Kaw); 5. Rod Richardson (Yam).

30+ BEG: 1. Mark Fields (Kaw); 2. Roger Kaz (Suz); 3. Michael Kennedy (Kaw); 4. John Knight (Kaw); 5. Robert Chavez (Kaw).

30+ NOV: 1. Rod Robertson (Hon); 2. Joe Brown (Yam); 3. Mike Little (Suz); 4. Greg Hayward (Yam); 5. John Gomez (Hon).

30+ INT: 1. Joe Merriam (Kaw); 2. David Sarian (Yam); 3. Darin Layton (Yam); 4. Ron Sharp (Suz); 5. Steve Fernandez (Hon).

30+ PRO: 1. Doug Dubach (Yam).

35+ NOV: 1. Tim McArdle (Hon); 2. Chris Perez (Kaw); 3. Dave Simon (Kaw); 4. Brad Sloan (Hon); 5. Greg Bebeck (Yam).

35+ INT: 1. Bob Shimp (Suz); 2. Skip Christy (Hon).

40+ NOV: 1. Steve Bebeck (Suz); 2. Steven Gordon (Suz); 3. Randy Faul (Kaw).

40+ INT: 1. Bob Archer (Hon); 2. Robert Fortier (Hon).

40+ OPEN: 1. Mike Marion (Yam); 2. Carl Gazafy (Hon); 3. Tony Parsons (Kaw); 4. Scott Freeman (Hon); 5. Mark Moore (Suz).

Peters outclasses field at Cuba Trial

By Don Allis

CUBA, NY, OCT. 9

Ray Peters won the Expert class at the Cuba Trial with a score of 10 points for the day over second-place finisher Keith Winters, who totaled 57 points.

Section number two was the only section where Peters had trouble. It was on his second attempt of the section that the front end of his Scorpa slipped on the loose, off-camber hill, sending Peters and his machine to the ground. Section two proved to be the most difficult section for the whole Expert class. The section was in a creek bed, with side banks of mud-covered roots and downed trees. Many of the points dropped were due to the riders' failure to be able to ride over the downed trees and the loose off-camber hill that claimed Peters. The Advanced class winner was Emmett Watkins over Jason Elder. Watkins dropped a total of 56 points and Elder was very close behind with a total of 57 points.

The Intermediate class winner was Benn Williamson with 18 points total for the day. Second place was Jonah Leon with a total of 25 points. Section one was where Williamson was able to beat the rest of the class. The section was a muddy bank on which the riders had to make a tight turn. Most of the Intermediate riders found themselves losing traction and control of their machines on this muddy bank, and they would have to drop points to regain control of their machines.

The Senior A class winner was Laverne Bowen with a total of 21 points.

The Novice class was won by Ian Walker with a total of 15 points for the day over Noah Leon who had 22 points. Don Allis was the winner of the Senior B class with a total of 18 points. Larry Lovell won the Super Senior class with 29 points. Rookie class winner was Daniel Benjamin with 27 points. Gary Brogdale won the Twin Shock class with 21 points, and Phil Ashmore on his Mick Andrews Replica Ossa won the Vintage class with a perfect score.

Results

EX: 1. Raymond Peters (10); 2. Keith Winters (57); 3. George Brinkwart (58); 4. Bryan Benjamin (67); 5. John Senecal (95).

ADV: 1. Emmett Watkins (56); 2. Jason Edler (57); 3. Matt Hughson (73); 4. Regan Faught (100); 5. Tom Manogue (116).

INT: 1. Benn Williamson (18); 2. Jonah Leon (25); 3. Roger Allis (29); 4. Robert Cavanaugh (35); 5. Paul Treharne (40).

SR A: 1. Laverne Bowen (21); 2. Robert Foringer (40); 3. Carl Peters (46); 4. Stephen Fedorka (65); 5. Charles Deangelo (109).

NOV: 1. Ian Walker (15); 2. Noah Leon (22); 3. Alan Williams (38); 4. Daniel Field (47); 5. Gerald Radder (51).

SR B: 1. Don Allis (18, 34); 2. Robert Slater (18, 30).

S/SR 1. Larry L. Lovell (29); 2. Ron Bors (31); 3. Tony Palumbo (38).

ROOKIE: 1. Daniel Benjamin (27); 2. Joshua Benjamin (53); 3. Andrew Winters (60).
TW SHK: 1. Gary Brogdale (21); 2. Michael Maines (41).
VINT: 1. Phil Ashmore.

Webster, Buckley best Woodland Vintage Motocross

By Clay Light

WOODLAND, WA, OCT. 22
Husqvarna rider Keith Webster and Yamaha-mounted Jesse Buckley were among the big winners at the Vintage Dirt-sanctioned vintage motocross at Woodland Motocross Park, which drew a large contingent of riders from Washington, Oregon and Canada for the series opener.

Webster rode impressively en route to wins in the 30+ and Open Expert classes. In both events, Webster went relatively unchallenged. Suzuki-mounted Bryan Murphy led part of the first Open moto, finishing second to Webster, and chased Webster to the finish in moto two. Webster, the lone Expert, picked up the overall, while Murphy won the Amateur portion ahead of Mike Adler and Don Kauffman.

In the 30+ class, which also ran combined in Expert/Amateur configuration, Webster, riding the Revord Racing/Redline Oil-backed Husky, had tougher competition, as Rickman riders John Smith and Bill Brown chased him to the flag in moto one. Smith hounded Webster again in moto two before finishing second. Brown again posted third, good for the Amateur win ahead of Bultaco rider Monte Bloemke and Adler.

It was a surprise when Buckley, like Webster, showed up to ride locally, rather than contesting the Hollister Vintage MX National. Buckley's 1974 Yamaha 250 was more than a match for the competition that wished he'd gone south after witnessing his 1-1 performances. Smith hounded Buckley, but was again relegated to second overall. Taking the top Amateur spot was Bloemke, who beat moto-one winner Steve Kauffman, while Canadian Dean Newton and Oregon's Jeff Gleason battled for third, which went to Newton.

Honda-mounted LaFaye McCarver aced both 125cc motos, beating a surprising Rich Sipp, Jr. - a 10-year-old local 80cc speedster - and Steve Kauffman, who battled to the finish.

Results

125: 1. LaFaye McCarver (Hon); 2. Rich Sipp (Hod); 3. Steve Kauffman (Hod).
250 AM: 1. Monte Bloemke (Bul); 2. Steve Kauffman (Hon); 3. Dean Newton (BSA).
250 EX: 1. Jesse Buckley (Yam); 2. John Smith (Ric); 3. Shawn Brown (Ric).
OPEN AM: 1. Bryan Murphy (Suz); 2. Don Kauffman (CZ); 3. Mike Adler (Hus).
OPEN EX: 1. Keith Webster (Hus).
30+ AM: 1. Bill Brown (Ric); 2. Monte Bloemke (Bul); 3. Mike Adler (Hus).
30+ EX: 1. Keith Webster (Hus); 2. John Smith (Ric).
40+ A: 1. Steve Sprague (Bul); 2. G. Radford (Kaw); 3. L. Smith (Yam).
40+ EX: 1. Don Reynolds (Kaw); 2. Charlie Brown (Ric).
50+: 1. George Eadie (CZ); 2. Glen Finneran (C-A).
PRE-'70: 1. Steve Sprague (Bul).

Schellenberger bombs Harper Stadium Motocross

By Liz Surber and Liz Reed

FT. SMITH, AR, OCT. 21-23
Roy Schellenberger dominated the action in the 125 and 250cc Expert classes during the GNC Outlaw Indoor Nationals at Harper Stadium.

In the Grand Finale on Friday night, Brandon Lacey came out of the chute charging and led the race for the first 18 laps. Dennis Hawthorne kept right behind Lacey, hoping to overtake him, followed by Trey Owens, who had won his heat race. Schellenberger was in fourth place, but passed Owens on the seventh lap only to be passed by Owens again on the 10th lap. Schellenberger was determined to get to the front, taking Owens again on the 12th lap and then setting his sights on the leader Hawthorne. He dogged Hawthorne for four more laps before taking second place on the 16th lap. Owens kept right behind Schellenberger, who made his move on the leader Lacey on the white-flag lap. When the checkered flew, it was Schellenberger with the win, followed by Lacey, Owens and Hawthorne.

In the 250cc Expert class, Hawthorne was the leader coming round the bend for the first lap, but by lap two, Schellenberger took the lead and held it until the finish. Hawthorne and Owens finished the race in second and third, respectively, with Lacey settling for fourth.

On Saturday night, the 125cc Expert class was dominated by Hawthorne. Denny Howard got the holeshot, but Hawthorne quickly gained the lead. Howard followed Hawthorne for four laps, when Schellenberger took over second place on the fifth lap, after working his way up from a fifth-place start. Clifford Adoptante held fourth place until Lacey passed him on lap five. Lacey then got behind Schellenberger, and it was Hawthorne, Schellenberger, and Lacey from then on to the checkered flag.

The 250cc Expert action saw Howard grab the holeshot again, but Schellenberger took him in the whoop section and roared off to take the number-one position for the rest of the race.

Results

MINI JR (7-11): 1. Colt Humphrey (Kaw); 2. Jesse Ellis (Yam); 3. Terry LaFon (Suz); 4. Nathaniel Benoit (Yam); 5. Aaron Hignight (Suz).
MINI MINI: 1. Colt Humphrey (Kaw); 2. Josh Cory (Kaw); 3. Gary Garrison (Kaw); 4. Russell Sturdivant (Kaw); 5. Heath Harmon (Kaw).
MINI SR (12-16): 1. Barry Kilpatrick; 2. Brent Miller (Kaw); 3. Justin Page (Yam); 4. Levi Humphrey (Kaw); 5. Greg Tinney (Suz).
125 INT: 1. Charley Bogard (Suz); 2. James Ford (Hon); 3. Jason Eckhoff (Suz); 4. Justin Ledbetter (Yam); 5. John Emhoff (Suz).
250 INT: 1. Jason Eckhoff (Suz); 2. Jason Ennis (Suz); 3. John Emhoff (Suz); 4. Alan Bell (Kaw); 5. Allen Reed (Hon).
30+: 1. Vic Palmer (Hon); 2. Bubba Bardwell (Yam); 3. Andy Watson (Hon); 4. Mitch Price (Kaw); 5. Frank Collado (Hon).
125 BEG: 1. Jason Childress (Yam); 2. Gary Bohannon (Hon); 3. Caleb Garrison (Kaw); 4. Johnny Abney (Kaw); 5. Chris McClard (Hon).
MINI OPEN (7-16): 1. T.J. Pacey (Kaw); 2. Brent Miller (Kaw); 3. Cory Young (Kaw); 4. Levi Humphrey (Kaw); 5. Colt Humphrey (Kaw).
TEENY MINI (4-8): 1. Wesley Terry (KTM); 2. Steven Sampley (Hon); 5. Aaron Hignight (Suz).
125 NOV: 1. Blair Lively (Hon); 2. Bubba Bardwell (Yam); 3. Darrell Hopper (Kaw); 4. Teamon Erwin (Hon); 5. Shawn Mundy (Kaw).
250 NOV: 1. Bubba Bardwell (Yam); 2. Brian Hasten (Yam); 3. Shawn Mundy (Kaw); 4. Matt McKain (Kaw); 5. Mike Lacefield (Hon).
25+: 1. Alan Bell (Kaw); 2. Brian Hastan (Yam); 3. Miles Keeney (Kaw); 4. Max Zeiner (Yam); 5. Geoff Woolridge (Suz).
MINI BEG: (12-15): 1. Larry DeVinney (Hon); 2. Amanda Conrad (Yam); 3. Justin Cheatham (Hon); 4. Terry LaFon (Suz).
250 BEG: 1. Aaron Mayhugh (Yam); 2. Lee LaFon (Hon); 3. Daniel Lagunas (Suz); 4. Chris Keathley (Suz); 5. Brandon Turnbull (Suz).
125 OPEN: 1. Charlie Bogard (Suz); 2. Sprint Haynes (Hon); 3. Justin Ledbetter (Yam); 4. John Emhoff (Suz); 5. Brian Bankston (Hon).

Howerton hot at Zars Ranch Cross Country

By Bob Windham

FLORESVILLE, TX, OCT. 9
Former AMA 250 and 500cc National MX Champion Kent Howerton was the top dog during round one of the Tucker-Rocky/Acerbis/Dunlop/Answer/Sidi 1995 Texas Championship Hare Scramble Series at Zars Ranch, site of the first round of the 1992 AMA National Hare Scramble Series.

The Pro class blasted off in unison, with Steve Cardwell and Clifford Goertz falling in behind Howerton, who appeared to be almost late enough to be absent at the start. Howerton finally managed to get his jumbo four-stroke fired and immediately ran down the field, building a large lead at the end of the first lap and never being seriously challenged. Cardwell worked his way through the field into second, but a last-lap crash put him over the bars, and he lost two places while recovering.

The morning's support race was highlighted by the Open C race. The top five finishers were on the same minute. First and second place were spread by four seconds. Open C rider Craig Richardson scored the support race overall victory. Lorena Hancock scored a decisive victory over Danielle Lindemann, who was caught off guard sorting out a new bike.

Both A displacement classes put on a show. Bert Reynolds, last year's series Overall A winner, got top A honors, besting second in his class by six minutes. The entire class was alive with Gary Windham getting a poor start and dicing with Todd Tarver, the Bradshaw brothers and Shawn O'Leary before breaking out to a two-minute lead over third-place Tarver.

The 200cc A class was a romp, with future motocross superstar Charlie Bogart trying his first hare scramble and proving to all comers he was overall material. Teenage sensation class winner, Travis White, finished fifth overall.

Results

AA: 1. Kent Howerton (Hon); 2. Jeff Wilson (Yam); 3. Haydn Franklin (KTM); 4. Steve Cardwell (KTM); 5. Clifford Goertz (Suz).
O/A A: 1. Bert Reynolds (KTM); 2. Doug Paley (Kaw); 3. Alan Drane (Hus); 4. Gary Windham (Kaw); 5. Travis White (Suz).
SUP O/A: 1. Craig Richardson (Hon).
OPEN A: 1. Bert Reynolds (KTM); 2. Gary Windham (Kaw); 3. Todd Tarver (KTM); 4. Shawn O'Leary (Yam); 5. Chris Cessna (KTM).
4-STRK: 1. Richard Baakee (Hus); 2. David Walker (Hon); 3. Mark Andrews (Hon); 4. B. Haynes (Hon); 5. P. Hardsteen (Kaw).
VET A: 1. Doug Paley (Kaw); 2. Alan Drane (Hus); 3. Stuart Edwards (Hon); 4. Jeff Wilson (Yam); 5. Derry Blish (Kaw).
SR A: 1. Mike Bradshaw (Hus); 2. Butch Lawrason (Yam); 3. Howard Love (Kaw); 4. Darwin Huckabee (Hon); 5. G. Hooker (Kaw).
SR B: 1. Dave Adams (Kaw); 2. Jack Oliver (Yam); 3. John Michilowski (Kaw); 4. Charles Laurence (Yam); 5. Terry George (Kaw).
OPEN B: 1. Ronny Huckabee (Hon); 2. Todd Gaskill (Kaw); 3. Eddie Harrison (Yam); 4. Brian Canion (Hus); 5. Tracey Gardner (Kaw).
200 B: 1. James Nunnery (Kaw); 2. Rick Cartwright (Kaw); 3. Travis Allen (Hon); 4. Jody Martin (Kaw); 5. Chris Stevenson (Kaw).
OPEN: 1. Craig Richardson (Hon); 2. G. Gerner (Kaw); 3. Eric Nesloney (Hon); 4. Curtis Coliar (Yam); 5. Jerrod Goertz (Hon).
200 C: 1. Tracey Terrell (Kaw); 2. David Fluchel (Hon); 3. David Ketchum (Kaw); 4. Peter Rosales (Suz); 5. David Roland (Hon).
JR BOYS: 1. Brian Johnson (Suz); 2. Craig Chedsey (Yam); 3. Mike Vachak (Kaw); 4. Larry Rittenberry (Hon).
80: 1. Drew Dunbar (Yam); 2. Jeff O'Leary (Yam); 3. Mark Ollely (Kaw); 4. Derek Kemp (Suz); 5. Jerrett Titus (Yam).
SPTSMN: 1. Barry Franklin (KTM); 2. Nick Nickelson (Kaw); 3. Dale McCullough (Hon); 4. Brian Broussard (Hon); 5. Kirk Nixon (Kaw).
S/SR: 1. Bobby Reynolds (KTM); 2. Kenneth Langham (Yam); 3. Sam Bennett (Kaw).
WMN: 1. Lorena Hancock (Kaw); 2. Danielle Lindemann (Hon).
60: 1. Waylon McCullough (Kaw); 2. Kyle Martin (Yam); 3. Hank Hanson (Kaw); 4. Trey Choate (Kaw).
50: 1. Zack Smith (Yam).

(Above left) Travis White won the 200cc A class and took fifth overall in the A class at the Zars Ranch CC. (Left) Danny Guernesy (36), Chris Cooley (54), Loren Jenkins (2) and Erick Vallejo (47) diced it out in the 125cc Intermediate class during round four of the GFI Fall Series at LACR.

Hess holds true at Peninsula Hare Scrambles

By Mary Jackson

NEWPORT NEWS, VA, OCT. 16
Mark IV Havoline/Eugene Comptom/Attorney at Law Neeley Racing/Oury Grips/Works Enduro Rider/Jerry's Trucking Scott USA/Underware Glove Liner and Metzeler Tire/J&J Contractors-backed Brian Hess claimed his ninth overall win for the '94 season at the 10th round of the VCHS series in Newport News, Virginia.

Hess assumed the lead on the second lap after George Greer had taken it for a short time. Hungry for a chance to catch up was Steve Arthur, who was not on the line by the time the race started and had more than 45 seconds to make up. The battle between Hess and Greer made some of the crowd watching think back to 1989 when these two battled for the 125cc class. Hess kept the lead and took the win, followed by Greer and Arthur.

The 250/500cc A class was very interesting to watch. Tommy Handy got the holeshot, followed by Mark Allman and Timmy Mitchell. By the end of the second lap, Allman had taken the lead, followed by Mitchell and Handy. A pass in the woods gave Mitchell the lead, but a hungry Allman kept close to him. Handy fell back and took fifth place after Andrew Williams and Scotty Williams sneaked up on him and took third and fourth place, respectively.

In the Senior class, Robert Cox took the holeshot and kept the lead to the flag, but Stan Norris made a good show of it after running fourth into the woods, followed by Bob Williams. By the end of the second lap, Norris had pulled up to second place, with Williams trailing at one of the checkpoints in the woods. Williams made a move on Norris and took the lead, but it was short-lived, and Norris had made the pass back and moved up to second place. With only a four-second advantage, Norris claimed the second-place finish, and Williams took third.

Results

O/A: Brian Hess.
AA: 1. George Greer; 2. Steve Arthur; 3. David White; 4. Daniel Morrison.
0-200A: 1. Alvin Bender.
250/500 A: 1. Timmy Mitchell; 2. Mark Allman; 3. Andrew Williams; 4. Scotty Williams; 5. Tommy Handy.
VET A: 1. Danny Morrison; 2. Darryl Campbell; 3. Glen Holcomb; 4. Rick Pino; 5. Gil Griggs.
0-200 B: 1. Chris Baggett; 2. Chad Parker; 3. Ron Thompson; 4. Mike Bakken; 5. Larry Lewis.
250/500 B: 1. Thomas Gibson; 2. Scott Ellinger; 3. Randall Ellison; 4. A.J. Winstead; 5. Paul Sandridge.
VET B: 1. Tim Norris; 2. David Clark; 3. Robert Galyon; 4. Gary Condrey; 5. Ray Ryan.
4-STRK: 1. David Baldwin; 2. Brian Blacka; 3. Shawn Donahue; 4. Jay Perdue; 5. Andy Phillips.
0-200 BEG: 1. Mike Bouma; 2. Mike Capewell; 3. John Geiman; 4. Warren Hill; 5. Chuck Honeycutt.
250/500 BEG: 1. Eric Hytinen; 2. Scott Sebring; 3. Richard Houston; 4. Jerry Presley; 5. Thomas Turner.
SR: 1. Robert Cox; 2. Stan Norris; 3. Bob Williams; 4. Howard Roquet; 5. Larry Adams.
0-100: 1 Jason Greer; 2. Brian Bouma; 3. Tony Bonanno; 4. Stephen Edmondson; 5. Josh Bell.

Lytle levels LACR MX

By Tony Alessi

PALMDALE, CA, OCT. 9
Casey Lytle posted an impressive three out of four moto wins en route to overall victories in both the 125 and 250cc Intermediate classes during round four of the GFI Fall Series at Los Angeles County Raceway.

The first 125cc Intermediate moto saw Terrance Malan holeshot aboard his C.E.F.-backed Suzuki, while Lytle was mired midpack and completed the first lap outside of the top five.

Up front, Malan didn't waste any time and immediately put distance between himself and the pack. Danny Guernesy, Mat Bateman and Loren Jenkins began an intense battle for second, with Lytle lurking in the background.

By the midway point, Lytle picked up the pace and passed the pack in front of him to set after Malan. Though Lytle made time on Malan, it was too little too late, as Malan went on for the moto victory.

Lytle and Malan ran first and second, respectively, at the start of the all-important second moto. Lytle seemed intent to prove he was the faster of the two, and he set the record straight by winning the moto and overall.

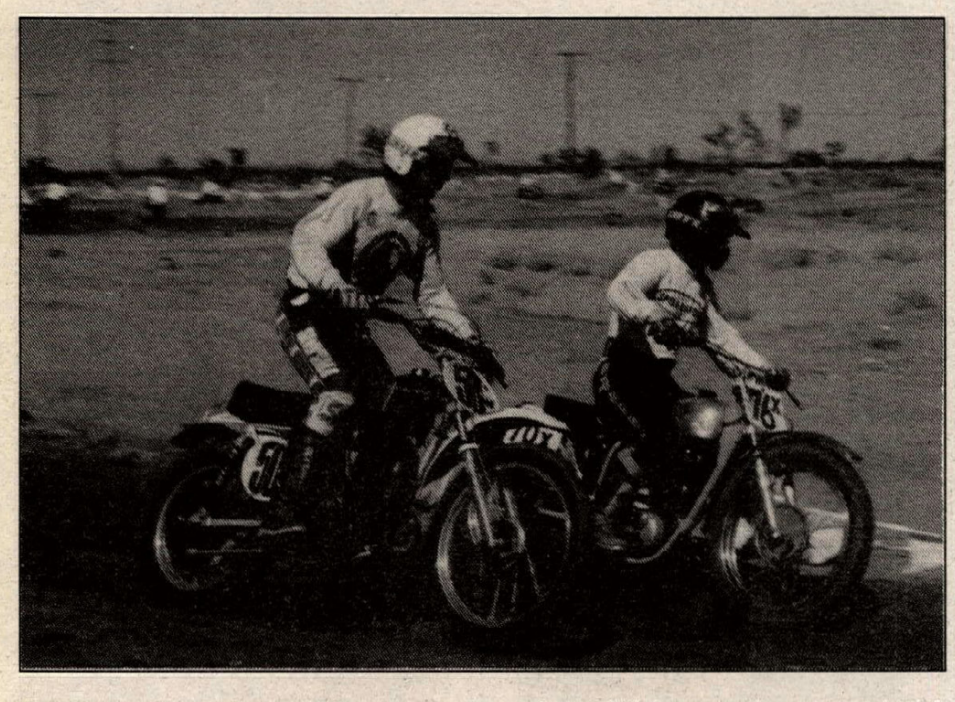
Lytle scored the moto and overall win in front of Jenkins, Schnell and Vallejo.

Lytle returned to sweep both motos of the 250cc Intermediate class after he and Pat Foster duked it out during both outings.

Lytle proved to have the sharper edge, though both his and Foster's lap times rivaled the Pro riders. Scott Johnson finished well behind in third while 13-year-old mini sensation Jerry Aleman finished fourth in front of Bateman.

Results

50 (4-6) STK: 1. Timmy McDaniel (Yam); 2. Jeff Alessi (Yam); 3. Ryan McClintock (Yam).
50 (7-8) STK: 1. Justin Wilson (Yam); 2. Scott Ellis (Yam).
50 OPEN: 1. Jake Berend (Hon).
60 F/T: 1. Aron Tomota (Kaw).
60 BEG: 1. Nicholas Wells (Kaw); 2. Tyson Burmeister (Kaw); 3. Zac Wray (Kaw); 4. John Lehmann (Kaw).
60 NOV: 1. David Sullins (Kaw); 2. Ty Renshaw (Kaw); 3.



Premier 500 II Expert winner John LeFevre (50W) attempts an outside pass on Intermediate victor J.D. Bramlet (76X) at the AHRMA-West Regional MX in Adelanto, California.

Scott Simon (Kaw); 4. Jonathan Rose (Kaw); 5. Derrick McClintock (Kaw).

60 OPEN: 1. Daton Beavers (Kaw); 2. J.J. Hall (Kaw); 3. Johner Faulkner (Pax); 5. Jason Ciarletta (Kaw).

80 F/T: 1. Eric Durrer (Suz); 2. Bradley Arnold (Hon).

80 BEG: 1. Donnie Durrer (Suz); 2. Shane Smith (Suz); 3. Danny Pettingill (Yam); 4. Daton Beavers (Suz); 5. Taylor Nelson (Yam).

80 NOV: 1. Corey Daly (Yam); 2. Chris Rogers (Suz); 3. Peter Dutton (Kaw); 4. Shawn Scott (Suz); 5. Tim Rasmussen (Yam).

80 INT: 1. Ito Posca (Yam); 2. Dustin Ryley (Yam); 3. Michael Young (Suz); 4. Dusty Walters (Yam); 5. Michael Sleeter (Yam).

125 BEG: 1. Andrew Labrador (Kaw); 2. Jonathan Schultz (Suz); 3. Zac Boboth (Suz); 4. John Grucella (Suz); 5. Joel Nelson (Yam).

125 NOV: 1. David Ramsey (Yam); 2. Mark Tilley (Suz); 3. Eric Anderson (Kaw); 4. Greg Andrew (Suz); 5. Brian Ferrel (Suz).

125 INT: 1. Casey Lytle (Hon); 2. Loren Jenkins (Hon); 3. Eric Schnell (Suz); 4. Erick Vallejo (Kaw); 5. Terrance Malan (Suz).

125 PRO: 1. Greg Schnell (Suz); 2. Travis Preston (Yam); 3. Lex Milan (Suz); 4. Chad Smanjak (Hon); 5. Jimmy Lavorci (Yam).

250 BEG: 1. Tim Konkol (Yam); 2. Craig Wirths (Hon); 3. Carl Carmichael (Suz).

250 NOV: 1. Eric Martin (Yam); 2. Brad Schultz (Suz); 3. Bryan Lamborn (Hon); 4. Sten Rasmussen (Yam); 5. Danny Jovanovich (Hon).

250 INT: 1. Casey Lytle (Hon); 2. Pat Foster (Kaw); 3. Scott Johnson (Suz); 4. Jerry Aleman (Yam); 5. Mat Bateman (Yam).

250 PRO: 1. Travis Preston (Yam); 2. Mike Young (Yam); 3. Tim Telford (Yam); 4. Jeff Tilton (Suz); 5. Bill Sauro (Hon).

500 NOV: 1. Jon Nixon (Kaw); 2. Rob Morel (Yam); 3. Steve Scrape (Yam).

25+ BEG: 1. Tim Konkol (Yam); 2. John Erickson (Hon); 3. Mike Worrall (Kaw); 4. Craig Wirths (Hon); 5. Duane Raba (Hon).

25+ NOV: 1. Eric Martin (Yam); 2. Merle Hammer (Yam); 3. Paul Wright (Yam); 4. Mark Higham (Yam); Don Biava (Hon).

25+ INT: 1. Michael Becke (Yam); 2. Loren Pochirowski (Hon).

25+ EX/MSTR: 1. Mike Dunlap (Hon); 2. Rod Richardson (Yam); 3. Martin Klossnen (Yam); 4. Darren Elliott (Hon); 5. T. Roberson (Hon).

30+ BEG: 1. Mark Fields (Kaw); 2. Rick Peterson (Yam); 3. Gregory Ellis (Hon); 4. Ron Bates (Hon); 5. Jon Hall (Hon).

30+ NOV: 1. Bob Prida (Yam); 2. Rod Robertson (Hon); 3. Gary Shoemaker (Yam); 4. Pete Jenkins (Hon); 5. George Spinali (Kaw).

30+ INT: 1. David Sarian (Yam); 2. Joe Merriam (Kaw); 3. Loren Pochirowski (Hon); 4. Ron Sharp (Yam); 5. Dave Ivory (Hon).

30+ PRO: 1. Steve Shippy (Kaw).

35+ NOV: 1. Scott Freeman (Hon); 2. Gary Yearsley (Yam); 3. Brad Sloan (Hon); 4. Dave Simon (Kaw); 5. Gary Shoemaker (Yam).

35+ INT: 1. David Sarian (Yam); 2. Dave Ivory (Hon); 3. Skip Chrity (Hon); 4. James Coppedge (Yam); 5. Mark Stroup (Yam).

40+ NOV: 1. Randy Faul (Kaw); 2. Herbert Allen (Yam); 3. Rick Early (Hon); 4. Barry Sinmon (Hon).

40+ INT: 1. W.G. Wilson (Suz); 2. Bob Punham (Yam); 3. J.J. Harris (Suz); 4. Bob Archer (Hon).

40+ EX: 1. Brent Wallingsford (Kaw); 2. Rick Johnson (Hon); 3. Mike Marion (Yam); 4. Carl Gazafy (Hon); 15. Gary Doggett (Hon).

Carman rules at Hunt MX

By Michael Harasmisz

HUNT, NY, OCT. 9

Don Carman took the overall win in the 250cc Novice class in the final race of the season at Hunt Moto Park.

In the first moto, David Ragaisis grabbed his usual holeshot with Jeff Langer and Carman close behind. Carman moved by Langer on lap two, while Ragaisis held on to the lead as Carman closed up the gap. With the white flag out and less than a lap to go, Carman moved into the lead for the moto win, with Ragaisis a close second. Langer was third. Carman took the early lead in moto two with Kevin Howe pushing hard in second. Howe slid out in a corner before lap two was completed, while Ragaisis moved up a couple of places to take control of second, as Langer did the same as he was up to third. It was Carman with the win at the flag as Ragaisis and Langer were second and third. Howe recovered for a fourth, which gave him fourth overall.

The 250cc Beginner class was another exciting one to watch with 27 riders entered.

Tom Kaszubowski and Darryl Torgalski led the large group of riders through the first turn. Torgalski took over the lead on the third lap, as Eric Boss closed up on Kaszubowski to challenge for second. Kaszubowski dropped out of the top five, as Boss went into second on the last lap. Torgalski finished first, with Boss in second. Tim McMurter was third.

Torgalski again was at the front of the start of moto two, with Dana Rathbun and McMurter following close behind. Rathbun moved by McMurter for the lead while Boss was moving into the top five from a bad start. First-moto winner Torgalski had dropped out of the top 10. Rathbun took the moto win, with Boss a close second and Brian Sigel in third. Boss' 2-2 moto scores were good for the overall win. Rathbun finished second overall with a 4-1 score. Sigel was third overall for the day.

Results

P/W: 1. Jeff Mort (Lem); 2. Steffen Carman (Yam); 3. Troy Clark (Yam); 4. Brandon Meier (Yam); 5. John Young (Hon).

60: 1. Jamie Robinson (Kaw); 2. Brad Bourne (Kaw); 3. Mickey McBain (Kaw).

MINI JR: 1. Jamie Robinson (Kaw); 2. Aaron Shepherd (Suz); 3. Jimmy Miller (Suz); 4. Bradley Bourne (Kaw); 5. Justin Bradley (Kaw).

MINI SR: 1. Aaron Dieter (Suz); 2. Brian Barber (Kaw); 3. Matt Bourne (Kaw); 4. Adam Bourne (Kaw); 5. Bear Hughson (Kaw).

MINI COMB: 1. Aaron Dieter (Suz); 2. Brain Barber (Kaw); 3. Adam Bourne (Kaw); 4. Bear Hughson (Kaw); 5. Matt Bourne (Kaw).

SCHBY: 1. Mike Barker (Hon); 2. Ryan Terzian (Hon).

17-24 COMB: 1. Ben Trask (Suz); 2. Darrell Stone (Kaw); 3. Pete Phillips (Hon); 4. Mark VanNorman (Hon); 5. Chris VanHyning (Suz).

125 BEG: 1. Josh Glantz (Hon); 2. Jeff Lamphere (Suz); 3. Jason Stalira (Hon); 4. Dom Oilibern (Yam); 5. Brian Woodhams (Suz).

250 BEG: 1. Eric Boss (Suz); 2. Dana Rathbun (Suz); 3. Brian Sigel (Kaw); 4. Tim McMurter (Kaw); 5. Chuck Haeth (Kaw).

125 NOV: 1. Mike Barker (Hon); 2. Brian Williams (Yam); 3. Jason Plumley (Kaw); 4. Jason Harkness (Suz); 5. Brian Barber (Kaw).

250 NOV: 1. Don Carman (Hon); 2. David Ragaisis (Kaw); 3. Jeffrey Langer (Hon); 4. Kevin Howe (Suz); 5. Bob Brydges (Hon).

125 AM: 1. Michael Thesing (Kaw); 2. John Grabowski (Suz); 3. Josh Rizzo (Kaw); 4. Bob Neiss (Suz); 5. Michael Defiore (Kaw).

250 AM: 1. John Mercier (Yam); 2. Randy Abbey (Suz); 3. Joe Nothangle (Suz); 4. Doug Orseeska (Hon); 5. Doug Weinman (Hon).

VINT/WOODS: 1. Wayne Barber (Kaw); 2. Mark Bellinger (Hon); 3. Jeffrey Langer (Hon); 4. Phil Rosinsiu (Hon); 5. Mark Williams (Kaw).

25+ AM: 1. Tim Becht (Kaw); 2. Wayne Barber (Kaw); 3. Dennis Kelly (Kaw); 4. Doug Orser (Hon); 5. Dave Waters (Suz).

25+ EX: 1. Paul Austin (Kaw); 2. Brian Austin (Yam).

SR C: 1. David Ragaisis (Kaw); 2. Larry Kosowski (Hon); 3. Richard Pisa (Hon); 4. Don Albring (Hon); 5. Daniel Crowner (Yam).

SR B: 1. Wayne Barber (Kaw); 2. Dave Carman (Yam); 3. Lenny Maeginsky (Yam); 4. Don Carman (Hon); 5. Dave Waters (Suz).

SR A: 1. Brian Austin (Yam); 2. Jeff Fregoe (Kaw).

40+: 1. Tom Ghidiu (Kaw); 2. Fred Lucas (Kaw).

125 EX: 1. Peter Malyj (Kaw); 2. Joe Ellington (Suz); 3. Mark VanNorman (Hon); 4. Barney Ducas (Kaw); 5. Jake Ellsworth (Suz).

250 EX: 1. Paul Austin (Kaw); 2. Brian Austin (Yam); 3. Peter Malyj (Kaw); 4. Brian Years (Hon); 5. Joe Ellington (Suz).

VINT EXHIB: 1. Brian Broadwell (Hon); 2. Chris VanHyning (Suz); 3. Renn Shepherd (Tri); 4. Mark Recore (CZ); 5. Mark Williams (Mon).

Hess handles Blue Ridge #2 Hare Scrambles

By Mary Jackson

MARTINSVILLE, VA, OCT. 2

Brian Hess didn't let a loss at the first Blue Ridge Hare Scramble, held earlier in the season distract him from reclaiming the Virginia Championship Hare Scrambles Series title once again for the 1994 season after scoring the overall win at the second Blue Ridge race of the season.

The win gave Hess the points that he needed to be the champion for the third year in a row. Mark IV Havoline/Eugene Comptom/Attorney at Law

Neeley Racing/Oury Grips/Works Enduro Rider/Jerry's Trucking Scott USA/Underware Glove Liner/Metzeler Tire/J&J Contractors-backed Hess got the holeshot, followed closely by Robbie Deel, Daniel Morrison and George Greer.

On the third lap, Deel made a mistake that took him down and caused him to lose more than two minutes to Hess. But the battle continued between Morrison and Greer for the third-place finish. Greer began to gain time on Morrison but it just wasn't enough, and Morrison ended up with the third-place finish.

In the 250/500cc A class, there was a battle between Tommy Handy, Timmy Mitchell and Mark Allman. First off the line was Tommy Handy, Mark Allman and Timmy Mitchell. But by the first mile, Mitchell had made the pass on Allman taking the second position. By the third lap, Handy was off to the side getting fuel when Mitchell came by and slowed down, calling to his competitor to come on. When the final lap came, Handy moved up and made the pass to claim the win.

Results

O/A: Brian Hess.

AA: 1. Robbie Deel; 2. Daniel Morrison; 3. George Greer; 4. Travis Jones.

0-200 A: 1 Tommy Reynolds.

250/500 A: 1. Tommy Handy; 2. Timmy Mitchell; 3. Mark Allman; 4. Monte Orr; 5. Scotty Williams.

VET A: 1. Danny Morrison; 2. Darryl Campbell; 3. Gill Griggs.

0-200 B: 1. Stacy Jones; 2. Mike Bakken; 3. Ron Thompson.

250/500 B: 1. Randall Ellison; 2. Bryant Ruble; 3. Thomas Gibson; 4. Tracy Crawford; 5. Paul Sandridge.

VET B: 1. Tim Norris; 2. Greg Stallard; 3. Eddie Hornick; 4. Chris Main; 5. David Clark.

4-STRK: 1. Glen Holcomb; 2. Andrew Williams; 3. Brian Blacka; 4. Andy Phillips; 5. David Baldwin.

0-200 BEG: 1. David Keen; 2. Warren Hill; 3. Patrick Johnson; 4. Joey Woody; 5. Mike Bouma.

250/500 BEG: 1. A.J. Winstead; 2. Jerry Presley; 3. Mike Salarif; 4. Scott Sebring; 5. Jody Boyle.

SR: 1. Robert Cox; 2. Graham Kenan; 3. Stan Norris; 4. Bob Williams.

0-100: 1 Jason Greer; 2.Brian Bouma; 3. Stephen Edmondson; 4. John Newell Jr.; 5. Nick Nestor.

Gulliford goes at Sunrise vintage Motocross

By Matt Hilgenberg

ADELANTO, CA, OCT. 9

John Gulliford entered three classes and went home with three trophies at round seven of the American Historic Racing Motorcycle Association (AHRMA) West Regional MX at Sunrise Valley Raceway.

Novice class entrant Gulliford took wins in Premier Lightweight II and 40+ classes, then earned third overall in the 250cc Sportsman class.

In the 40+ Novice class, Gulliford swept both motos, leaving usual rival Mike Folena and Russell Heck to argue over second. They swapped positions in each moto, with Heck coming out on top; Toivo Kent was fourth. After his Ossa Stilleto's shift linkage broke, Phil Benedict was forced to run his BSA C15 in Premier Lightweight II Novice, and was no match for Gulliford, who won each time out.

Gulliford's biggest challenge came in the nine-rider 250cc Novice division, where Honda riders Sam Durick and Steve Sagely took turns at winning, with Durick getting the nod with his better second-moto placing. Gulliford ran a consistent 4-4 for third overall.

There were 17 riders in the 40+ Intermediate class, but in the end, only one was in front, as Charlie Beck romped his Maico to a double-moto win; behind him, other riders also scored consistently, with Ken Greene second, ahead of Jim Keeton and Rich Smith.

Although the results from each 30+ Expert moto were the same, the racing definitely wasn't. John Greenway won the first moto over David Fisher and Scott Dunlavey. In moto two, Dunlavey got to the front right away and led a couple of laps before hitting lapped traffic, allowing Fisher to close the gap; Greenway made his way to a close third. The trio kept working traffic, the intervals staying quite steady, as the moto wore down.

With just over a lap to go, Dunlavey came upon a group of riders in a slow left-hand turn. While trying to get past the group, Greenway dove to the outside, and passed Fisher, Dunlavey and the lappers, then went on to win. Fisher also passed Dunlavey in the mayhem, and wound up second overall.

In the early years of the CZ World Championship, the anything-goes Modified class was the top attraction, but with the increased popularity in vintage racing, the Stock (AHRMA-legal) division has gained more notice. With a light turnout of machines this year, Jim Keeton edged Gary DeForest in the final moto to take the win. The CZ 400 Stock class went to Carlsbad's Tom Schroeder.

Results

CZ 400 STK EX: 1. Tom Schroeder; 2. Scott Trembley.

CZ 400 STK INT: 1. Chuck McConnell; 2. Craig Spurney; 3. Randi Perkins.

CZ 250 STK INT: 1. Ken Greene; 2. Lee Holth; 3. Bryan Benson; 4. Chuck McConnell.

CZ 250 STK NOV: 1. Alan Jackson; 2. John Cookson; 3. Derrick Meshelbrez; 4. Chris Johnson.

CZ 400 MOD INT: 1. Jim Keeton; 2. Gary DeForest; 3. Chuck McConnell.

CZ 250 MOD INT: 1. Steve Lupez.

CZ 250 MOD NOV: 1. Ed Craig.

125 NOV: 1. Joel Hanson (Yam); 2. Mike Folena (Ric).

125 INT: 1. Bill Henry (Hon); 2. Ronald Harrison (Hon); 3. Mason Butler (Hon); 4. Bill Clem (Hon); 5. Ron Renzulli (Hon).

125 EX: 1. Chris Radzinski (Kaw); 2. David Fisher (Hon); 3. Scott Davis (Hon).

250 NOV: 1. Sam Durick (Hon); 2. Steve Sagely (Hon); 3. John Gulliford (Mon); 4. David Kuns (Mai); 5. Don Beese (Hon).

250 INT: 1. Bill West (Ossa); 2. John Grise (Hon); 3. Keith Lynas (Ossa); 4. Lee Holth (CZ); 5. Ronald Harrison (Hon).

250 EX: 1. Tim Nash (Hus); 2. John Greenway (Hon); 3. Craig Iavelli (Hus); 4. David Fisher (Ossa); 5. Ron Melton (Ossa).

500 NOV: 1. Sam Durick (Mai); 2. James Howard (Bul); 3. Ed Ott (Yam); 4. Gary Simjian (Yam); 5. Toivo Kent (Hus).

500 INT: 1. Randi Perkins (Mai); 2. Rich Smith (Mai); 3. Gary Egloff (Mai); 4. Larry Hipp (Mai); 5. Seth Stanfield (Hus).

500 EX: 1. Tim Nash (Hus); 2. Craig Iavelli (Hus).

OPEN TWIN INT: 1. Michael Ruppert (Ric).

OPEN TWIN EX: 1. Scott Dunlavey (Che-Tri); 2. John Lundgren (Ric-Tri); 3. Jack Ausmus (BSA).

30+ NOV: 1. Dante Sorrenti (Mai); 2. Dave Lucky (Mai); 3. James Howard (Bul); 4. Chris Frei (Yam); 5. Don Beese (C-A).

30+ INT: 1. Joe Iavelli (Hus); 2. Gary Egloff (Hus); 3. Keith Lynas (Ossa); 4. Mark Arsenault (Hon); 5. Rick Price (Mai).

30+ EX: 1. John Greenway (Hon); 2. David Fisher (Ossa); 3. Scott Dunlavey (Che-Tri); 4. Tom Moen (Pen).

40+ NOV: 1. John Gulliford (Mon); 2. Russell Heck (Hus); 3. Mike Folena (Hon); 4. Toivo Kent (Hus).

40+ INT: 1. Charlie Beck (Mai); 2. Ken Greene (CZ); 3. Jim Keeton (CZ); 4. Rich Smith (Mai); 5. Bob Spicer (CZ).

40+ EX: 1. Randy Lewis (Ossa); 2. John Lundgren (Bul); 3. Ron Melton (Ossa).

50+ NOV: 1. Ed Ott (Yam); 2. Clark Edgington (Tri); 3. Paul Elmore (BSA).

50+ INT: 1. Dennis Tooman (Hon); 2. Paul Leos (Hus).

PREM L/W NOV: 1. Phil Benedict (BSA).

PREM L/W EX: 1. Matt Hilgenberg (Tri); 2. Norm Bigelow (Gre); 3. Jack Ausmus (BSA).

PREM L/W II NOV: 1. John Gulliford (Ossa); 2. Phil Benedict (BSA).

PREM L/W II INT: 1. Keith Lynas (Ossa); 2. Joe Lorenzen (AJS).

PREM L/W II EX: 1. John LeFevre (Hus).

PREM 500 INT: 1. Terry Pratt (BSA).

PREM 500 II NOV: 1. Brent Edgington (Tri).

PREM 500 II INT: 1. JD Bramlet (BSA).

PREM 500 II EX: 1. John LeFevre (Hus).

PREM OPEN TW INT: 1. Gerald Rogers (AJS).

Barlow hits bonanza at Glen Helen Motocross

By David A. Procida

SAN BERNARDINO, CA, OCT. 16

David Barlow took home the overall honors as well as the trophy in the Vet Novice class during the California Racing Club's once-a-month jaunt down to the Glen Helen OHV Park.

Alan Kent rocketed out of the starting gate to take the holeshot in the first moto with Blake Orgill, Scott Hack and the large turnout of over-30-year-old riders right on their tail while Barlow was mired outside the top 10. On the second lap, Barlow was coming up on Mike Dunlop, who in turn had just passed Dean Jennings and Jon Hall for sixth. Barlow had opportunity knock at his door as Dunlap fell in the scoring chicane. Orgill and John Pindard were next on his list and Barlow made short work of the pair in the whoops section of the track.

Hack and Jeff Early had a battle going for the number-two position when Barlow disrupted them long enough to take second and set out for the leader. Kent had opened up a slight gap between himself and the pack, but now with just open space between Barlow and his YZ250, his gap was quickly diminishing.

With two laps to go, Barlow made his bid for the lead in the same spot as he had caught Hack and Early, the rockers, and using a different line than Kent, powered by and into the point position, which he held for the closing lap. Hack had picked the pace up on the white-flag lap and caught Kent napping to take over second. Early and Orgill rounded out the top five.

Jon Hall holeshot moto two but was quickly swallowed up by the pack as Kent, Barlow and Dunlap charged by before Hall hit the scoring chicane. Up front, Kent and Barlow diced back and forth for the lead.

By the third lap, Barlow had a good-sized lead on the pack, as Hack and Kent were bumping and shoving for the runner-up slot. At the midway point, Hack took control of the position, leaving Kent a lonely third.

Dunlap had been running in fourth and now had begun to close on Kent, but time ran out

before he could make a pass attempt and Davis rounded out the top five finishing positions with the overall results showing the same order.

Results

P/W A: 1. J.J. Noone (Itj); 2. Charles Messer (Yam).

P/W B-1: 1. Mitch Maxwell (Yam); 2. Russell Kaztman (Yam); 3. Sean McInroe (Yam); 4. Brian Kaztman (Yam); 5. Christopher Brown (Yam).

P/W B-2: 1. Steve Brewis (Yam); 2. Eddie Woodard (Yam); 3. Bryce Tarzian (Suz).

P/W MOD: 1. Manhew Tedder Jr. (Yam); 2. Steven Brewis.

60 (0-8): 1. Anthony Barbacovi (Kaw); 2. Ricky Oliver (Kaw); 3. Justin Cunard (Kaw); 4. Jason Medina (Kaw).

60 (9-11): 1. David Jon Moreno (Kaw); 2. Kit Kunath (Kaw); 3. Jared Hernandez (Kaw); 4. Daryl Ecklund (Kaw).

60 BEG: 1. Ben Bohannan (Kaw); 2. J.J. Noone (Kaw).

80 (7-11): 1. Jeremy Kelper (Suz); 2. Shane Smith (Suz); 3. Daryl Ecklund (Suz).

80 (12-13): 1. J.J. Bonanno (Yam); 2. Chaz Smith (Yam); 3. Eugene Hemandez (Kaw).

80 (14-16): 1. Scott Ramos (Yam); 2. Scott Priputen (Yam); 3. Brent Lancaster (Yam).

80 BEG: 1. Steve Fox (Kaw); 2. Adam Bohannan (Kaw); 3. Milo Buck (Kaw); 4. Shane Fox (Kaw).

80 B/W: 1. Benjamin Stuelke (Kaw); 2. Steve Saul (Kaw).

125 BEG: 1. Travis Smith (Yam); 2. Kevin Townsend; 3. Justin Davis (Kaw).

125 NOV: 1. Mike Cinqmars (Hon); 2. Danny Montoya (Suz); 3. Cory Gibbons (Hon); 4. Brian Ferrell (Suz); 5. Tyson Taylor (Hon).

125 INT: 1. Danny Guerwsey (Hon); 2. Robert Briggs (Kaw); 3. Kevin Buck Jr. (Kaw).

125 PRO: 1. Ty Kady (Suz).

250 BEG: 1. Steve Kovac (Hon); 2. Brian Carino (Hon); 3. Rusty Setzer (Suz).

250 NOV: 1. Jason Trubey (Kaw); 2. David Thomforde (Suz); 3. Cameron Craun (Hon); 4. Dal Trubey (Kaw); 5. Jeff Hall (Suz).

250 INT: 1. Nick Mairose (Suz); 2. Kelly Pichel (Kaw); 3. Mat Tedder; 4. Robbie Dunham (Yam).

250 PRO: 1. Chip Rotan.

500 BEG: 1. Derek Howard (Kaw).

500 NOV: 1. Jon Hall (Hon).

JR VET BEG: 1. Charles Gonzales (Suz); 2. John Butler (Hon); 3. Ron Gregg (Yam).

JR VET NOV: 1. J. Erickson (Hon); 2. Bill Wingerning (Yam); 3. Leo Saul (Suz); 4. Fernando Berroteran (Hon); 5. Ray Harp (Kaw).

VET BEG: 1. Jeff White (Hon); 2. Danny Padilla (Hon); 3. Johnny Padilla (Hon); 4. Scott Scarbrough (Hon); 5. Jason Kay (Kaw).

VET NOV: 1. David Barlow (Kaw); 2. Scott Hack (Yam); 3. Alan Kent (Yam); 4. Mike Dunlap (Kaw); 5. Phillip Davis (Hon).

VET INT: 1. Greg Atkinsen (Hon); 2. Randy Anderson (Yam); 3. Tom Webb (Hon); 4. Alex Spinelli (Yam).

VET EX: 1. Leo Saul (Yam); 2. Bob Maxwell (Hon); 3. Scotty Walker (Hon).

VET SR NOV: 1. David Procida (Kaw); 2. Dal Trubey (Kaw); 3. Wayne Carey (Hon).

VET SR INT: 1. Layman Gattis (Hon).

VET SR EX: 1. Ken Renaux (Hon); 2. Bob Dunham (Yam).

Neilander notorious at Dade City Motocross

By Kyle Myers

DADE CITY, FL, OCT. 16

Some 330 riders competed at round five of the AMA/Worldsports Florida Gold Cup Series at Dade City Raceway where Jeff Neilander used 3-1 finishes to score the overall win in the 250cc B division.

In the first moto, Jarrett Tipping shot into the lead, with Kenny Jones, Bryan Abel, Ryan McNeal and Kyle Kopachik in tow. Neilander, who started around seventh, moved by Kopachik on the first circuit to take over fifth. Tipping then fell, and Jones, Abel and Neilander slipped by. Jones picked up the pace and opened up a five-second lead while Abel, Neilander and Tipping battled for second. Tipping passed Neilander only to fall once again. Jones held on to the moto win ahead of Abel, Neilander, Lee Dushscher and Bobby Moriarty.

Jones timed the gate perfectly to grab the holeshot in moto two, with Tipping, Kopachik, Neilander and Forrest Butler on his rear fender. Neilander sailed by Kopachik then inherited the lead when Jones and Tipping fell in the back section. Abel worked his way into third and slowly closed in on the front-runners. With the white flag out, Abel made his move and passed Kopachik exiting a turn. The Honda-Suzuki-Kawasaki of Ocala/Performance Engineering-backed Neilander crossed the finish line first to take the overall over Abel, Kopachik, Moriaity and Butler.

As the 10-rider Pro class left the line, Anthony Pocorobba led the way with Gene Naumec and Timmy Ferry, following. Ferry quickly passed Naumec and closed in on Pocorobba. Ferry pressured Pocorobba for five laps before diving underneath him in a corner to take the lead. Tom Ferry pulled away from the 10-rider Pro class to record an easy first-moto win and then held on for another win in moto two to take the lion's share of the purse on his Big Tim-tuned RM250. Anthony Pocorobba, Brian Manley, Gene Naumec and Brian McElory rounded out the top five positions.

Results

P/W (4-6): 1. Kyle Orr (LEM); 2. Marisa Hampshire (LEM); 3. Mike Lozaw (Yam);

4. Matt Lee (Yam); 5. Ricky Renner (Yam).

P/W (7-8): 1. Kyle Williamson (Itj); 2. Jeff Lucido (LEM); 3. Tyler Sloan (Yam); 4. Barrett Smith (Yam); 5. Philip Hewett (Yam).

65 (7-11): 1. James Stewert (Kaw); 2. Chaz Northey (Kaw); 3. Ryan Davis (Kaw); 4. Troy Adams (Kaw); 5. Paul Perebijnos (Kaw).

85 (7-11): 1. Kyle Farnell (Yam); 2. Tyson Hadsell (Suz); 3. Troy Adams (Suz); 4. Josh Faustio (Suz); 5. Jason Bell (Suz).

85 (12-13): 1. J.B. Ballard (Suz); 2. Jeremy Shuttleworth (Yam); 3. Tim Bantle (Kaw); 4. Jon Bowman (Yam); 5. Scott Moore (Kaw).

85 (14-15): 1. Ray Hansen (Kaw); 2. Jesse Adams (Yam); 3. Vincent Deuvall (Yam); 4. Kevin Carter (Yam); 5. Clay Robertson (Kaw).

S/MINI: 1. Kyle Farnell (Yam); 2. Tyson Hadsell (Suz); 3. Jon Bowman (Yam); 4. Jason Bell (Suz); 5. Brandon Smith (Yam).

125 YTH: 1. Adam Rake (Hon); 2. Kenny Jones (Hon); 3. Darren McElhatten (Suz); 4. Jeremy Shuttleworth (Yam); 5. Dan Newberry (Hon).

16-24: 1. Anthony Pocorobba (Suz); 2. Jason Dodds (Yam); 3. Jeff Neilander (Hon); 4. Shaw Dunkel (Hon); 5. Jason Metz (Hon).

125 A: 1. Anthony Pocorobba (Suz); 2. Paul Currie (Kaw); 3. Chris Brown (Suz); 4. Anthony Paggio (Hon); 5. John Fesler (Suz).

125 B: 1. Jarrett Tipping (Suz); 2. Jason Dodds (Yam); 3. Kenny Jones (Hon); 4. Adam Rake (Hon); 5. William Batson (Hon).

125 C: 1. Lee Welker (Suz); 2. Todd Whihtner (Hon); 3. Jason Freemon (Suz); 4. James McCormick (Suz); 5. J.D. Holmes (Yam).

250 A: 1. Anthony Pocorobba (Suz); 2. Brian McElory (Yam); 3. Paul Currie (Kaw); 4. Chris Brown (Suz); 5. Gene Naumec (Yam).

250 B: 1. Jeff Neilander (Hon); 2. Byran Abel (Hon); 3. Bobby Moriarty (Kaw); 4. Ken Jones (Hon); 5. Lee Duchscher (Yam).

250 C: 1. Kirk Layfield (Yam); 2. Keith Morgan (Yam); 3. Rich Eggers (Suz); 4. Greg Roirdian (Suz); 5. Mike Lepp (Yam);

25+: 1. Brian McElory (Yam); 2. Earl May (Yam); 3. Brian Manley (Yam); 4. Lee McIllvain (Yam); 5. Bryan Abel (Hon).

30+: 1. Earl May (Yam); 2. Ron Dobbs (Hon); 3. Rick Perry (Yam); 4. Mauk Beamer (Suz); 5. Scott Wood (Kaw).

35+: 1. Jeff Hughes (Kaw); 2. Dell MIller (Kaw); 3. Kyle Tallent (Suz); 4. Dan Crawford (Yam); 5. Eric Lindstrom (Hon).

40+: 1. Woody Strickland (Yam); 2. John Logston (Yam); 3. Tom Fogg (Kaw); 4. Tom Paggio (Hon); 5. S. Charles Kiesel (Hon).

500B/C: 1. David Kuxhausen (Hon); 2. Paul Sparks (Hon); 3. Steve Daniels (Hon); 4. Dan Nichols (Hon); 5. Rudy Savelli (Hon).

PRO: 1. Timmy Ferry (Suz); 2. Anthony Pocorobba (Suz); 3. Brian Manley (Yam); 4. Brian McElory (Yam); 5. Paul Currie (Kaw).

Torrance, Dhayer dust Burleson Motocross

By Kat Spann

BURLESON, TX, OCT. 9

Grapevine Kawasaki/FMF/Acerbis-backed Chris Torrance faced off with south Texas ace Ross Dhayer in the 125cc Intermediate division during round two of the GNC Top Texan Series at Burleson MX, and Dhayer prevailed with a 2-1 tally against Torrance's 1-2 finish.

The first 125cc moto was stolen by Mike Boliver when he shot off the gate of moto one in front of Dhayer and Torrance. Dhayer had the track dialed in pretty well after a healthy morning practice session and grabbed the throttle he needed in the first back section of the course to take the lead from Boliver. Torrance used lap two to steal second from Boliver just before the newly added whoop section. Boliver returned the favor to Torrance and took back second, but Torrance once again charged on Boliver for the number-two spot and made it stick.

As Torrance began his assault on Dhayer, the supporting cast was exchanging their lines as well. Up-and-coming newcomer to the Intermediate class, Ben Gary, was in a secure fourth, keeping Shawn Smith at bay. But it was Torrance who won in the end when Dhayer miscued.

Moto two saw Boliver once again lead the first lap before Dhayer could find his line over the tunnel jump and pass for the lead just one turn short of the end of lap two. Torrance witnessed Dhayer's move and caught Boliver over the finish-line jump and both riders went airborne side by side into the next big sweeper. Torrance chased Boliver into the back of the track and emerged back into sight in second, followed by Smith and Boliver. Smith held his ground in third, as he chased both Dhayer and Torrance to the finish line, followed by Boliver and Gary.

Dhayer's 2-1 tally was the tie-breaker over Torrance's 1-2 for the overall win. Boliver held his third overall with a 3-4 score, while Smith came up one point short with a 5-3 finish for fourth, and Gary raced to a 4-5 total for fifth place overall.

Torrance faced off with Dhayer again in the 125cc Open class and won both motos for the overall.

Results

50: Brandon Thompson (Yam); 2. Cody Dickey (Yam); 3. Jonathan Kerr (Yam); 4. Andrew Jansing (Yam); 5. Jonathan Schneider (Yam).

60: 1. Chase Reed (Kaw); 2. Matt Hunter (Kaw); 3. Matthew Pullen (Kaw); 4. Charlie Smith (Kaw); 5. L.G. Tretter (Kaw).

80 BEG: 1. Patrick Wright (Kaw); 2. Dustin Cantrell (Yam); 3. B.J. Breeden (Yam); 4. B.J. Barnhart (Yam); 5. Adam Powers (Kaw).

80 JR (7-11): 1. Dusty Fountain (Kaw); 2. Chase Reed (Yam); 3. Matthew Fleetwood (Kaw); 4. Kyle Williams (Kaw); 5. Matt Hunter (Kaw).

80 SR (12-13): 1. Beau Boynton (Kaw); 2. Jake Jones (Kaw); 3. Barry Otts (Suz); 4. Mark Thompson (Suz); 5. Nathan Hale (Kaw).

80 SR (14-16): 1. Michael Brock (Suz); 2. Tracy Cherveny (Suz); 3. Andy Boubel (Hon); 4. Chris Smith (Yam); 5. Zack Christian (Suz).

80 OPEN: 1. Beau Boynton (Kaw); 2. Jake Jones (Kaw); 3. Chase Reed (Yam); 4. Dusty Fountain (Kaw); 5. Barry Otts (Suz).

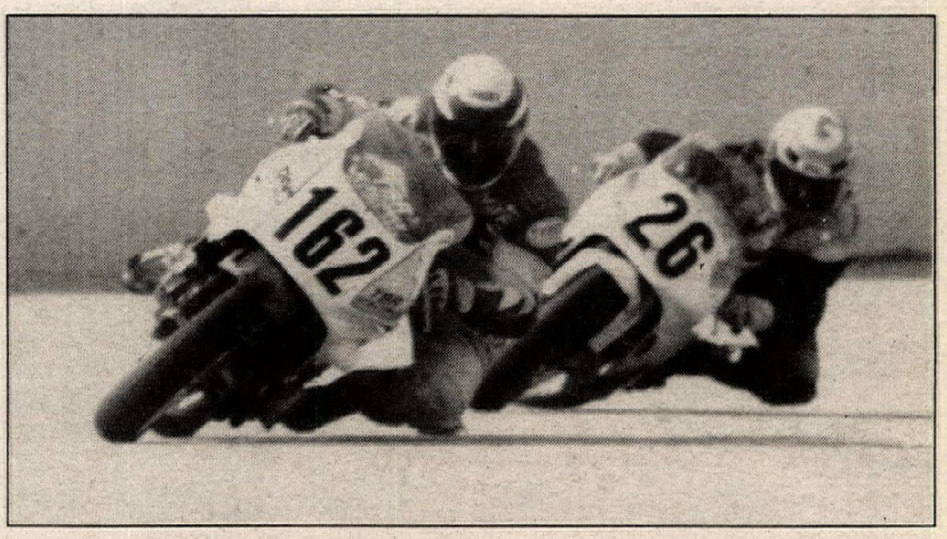
125 BEG: 1. Jason Sager (Hon); 2. Chuck Milner (Hon); 3. Steven Tipton (Kaw); 4. Rex Thomas (Kaw); 5. Brian Pelham (Kaw).

125 NOV: 1. Jesus Marquez (Kaw); 2. Carter Schneider (Hon); 3. Jeremiah Moore (Hon); 4. Jeremy Ching (Kaw); 5. Daniel Patton (Kaw).

125 INT: 1. Ross Dhayer (Suz); 2. Chris Tottance (Kaw); 3. Mike Boliver (Kaw); 4. Shawn Smith (Hon); 5. Ben Gary (Yam).

125 EX: 1. Brad Woolsey (Kaw).

125 OPEN: 1. Chris Torrance (Kaw); 2. Ross Dhayer (Suz); 3. Shawn Smith (Hon); 4. Jesus Marquez (Kaw); 5. Ben Gary (Yam).



Mike Luke (162) dueled with Greg Esser (26) in the Middleweight GP class at Moroso Motosports Park. Luke came away with the win.

250 OPEN BEG: 1. David Papi (Kaw); 2. Brent Nalley (Kaw); 3. Van Shuler (Kaw); 4. Rik Yale (Kaw); 5. Daniel Lagunas (Suz).

250 NOV: 1. Tracy Anders (Kaw); 2. Keith Beaty (Kaw); 3. Chip Munn (Hon); 4. Todd Watson (Hon); 5. Stephen Jones (Yam).

250 INT: 1. Sprint Haynes (Hon); 2. Mike Boliver (Kaw); 3. Mike Battaile (Yam); 4. Travis Spann (Suz); 5. Scotty Rice (Kaw).

250 EX: 1. Brad Woolsey (Kaw); 2. Hunter Carothers (Hon); 3. Darryl Wills (Yam); 4. Cody Wilks (Kaw).

250 OPEN: 1. Sprint Haynes (Hon); 2. Travis Spann (Suz); 3. Allen Reed (Hon); 4. Tim Taylor (Hon); 5. Mike Battaile (Yam).

500 OPEN: 1. Ray Jennings (Yam); 2. James Stainton (Kaw); 3. Hank Hodes (Kaw); 4. Dan McKinley (Kaw); 5. Allen Reed (Hon).

0-25 NOV: 1. Tracy Anders (Kaw); 2. Chris Stitham (Kaw); 3. Brian Smith (Hon); 4. Dwane Wilson (Suz); S. Andy Thompson (Yam).

0-25 INT: 1. Jeff Case (Hon); 2. Ray Jennings (Yam); 3. Jerry Joiner (Kaw); 4. Tomtny Dickey (Yam); 5. Alan Bell (Kaw).

0-25 EX: 1. Joe Jordan (Kaw); 2. Willie Phee (Hon); 3. Hunter Carothers (Hon); 4. Paul York (Hon).

0-30 NOV: 1. Kelly Fleetwood (Kaw); 2. Kinnie McGraw (KTM); 3. Andy Thompson (Yam); 4. Jack Yost (Kaw); 5. Steve Crouch (Yam).

0-30 INT: 1. Russell Brown (Kaw); 2. Jerry Joiner (Kaw); 3. Todd Watson (Hon); 4. Mike Satterfield (Kaw); 5. Steve Chappell (Kaw).

0-30 EX: 1. Joe Jordan (Kaw); 2. Hunter Carothers (Hon); 3. Willie Phee (Hon); 4. Paul York (Hon); 5. Dave Alsobrook (Kaw).

40+: 1. Kinnie McGraw (KTM); 2. Jeff Haney (Hon); 3. Darrell Bishop (Kaw); 4. Jim Ricci (Suz); 5. Mike Bowen (Kaw).

Patton marches at Mosier Valley Motocross

By A. Phee

EULESS, TX, OCT. 16

Round three of the GNC Top Texan Series was held at Mosier Valley Motocross Park, where Daniel Patton was the top gun in the 125cc Novice class on his Kawasaki.

In moto one of the 125cc Novice class, Patton put his Kawasaki into the lead with a holeshot as Zack Simpkins, Rod Scholting and Ricky Moreno gave chase. Jeff Griggs passed his way into fourth place at the completion of lap one as the front three begin to pull away. Griggs and Moreno continued to dispute fourth position as Simpkins put on a charge through the whoop section to take over first. Simpkins pulled out a five-second lead as Scholting closed in on Patton, and Griggs closed in on Scholting. At the halfway point, the battle for second was between four riders as P.J. Hatton moved his Kawasaki up from fifth to third after Scholting went down in turn one while trying to hold off Griggs, who recovered to take fourth at the finish as a close battle between Patton and Hatton had Patton taking second place. Simpkins would finish a strong first.

In moto two, Patton again had the holeshot, followed by, Simpkins and Zack Stein. By lap three, Griggs had a six-second lead with Simpkins in second, Scholting third and Suzuki rider Dwane Wilson fourth after Griggs and Hatton came together in the sweeper turn. Simpkins put on a last-lap charge and closed in on Patton. But Patton held on for the win, with Simpkins coming up just short and finishing second. Scholting finished third and Wilson fourth. Hatton would end up an eventual eighth and fifth overall after his tangle with Griggs, who would DNF.

Results

50: 1. Jonathon Kerr (Yam); 2. Brandon Thompson (Yam); 3. Cody Dickey (Yam); 4. Andrew Jansing (Yam); 5. Adam Reson (Yam).

60: 1. Matt Hunter (Kaw); 2. Logan Williams (Kaw); 3. Cody Dicky (Kaw); 4. L.G. Tretter (Kaw); 5. Drew Hanks (Kaw).

80 BEG: 1. Dustin Cantrell (Yam); 2. Patrick Wright (Kaw); 3. Bryan Piccirelli (Kaw); 4. Billy Don Coxsey (Yam); 5. Jinimy McGraw (Kaw).

80 JR (7-11): 1. Dusty Fountain (Kaw); 2. Matthew Fleetwood (Kaw); 3. Matt Hunter

(Kaw); 4. Logan Williams (Suz); 5. Scott Hickey (Kaw).

80 SR (12-13): 1. Beau Boynton (Kaw); 2. Jake Jones (Kaw); 3. Mark Thompson (Suz); 4. Ryan Wallace (Kaw); 5. Nathan Hale (Kaw).

80 SR (14-16): 1. Chris Smith (Yam); 2. Michael Brock Jr. (Suz); 3. Zack Christian (Suz).

80 OPEN: 1. Beau Boynton (Kaw); 2. Dusty Fountain (Kaw); 3. Mark Thompson (Suz); 4. Jake Jones (Kaw); 5. Barry Otts (Suz).

125 BEG: 1. Chris Brannon (Hon); 2. Stephen Cuthbertson (Hon); 3. Brian Pelham (Kaw); 4. Matt LaCoco (Yam); 5. Chuck Milner (Hon).

125 NOV: 1. Daniel Patton (Kaw); 2. Zack Simpkins (Hon); 3. Rod Scholting (Suz); 4. Dwane Wilson (Suz); 5. P.J. Hatton (Kaw).

125 INT: 1. Charlie Bogard (Suz); 2. Sprint Haynes (Hon); 3. Allen Reed (Hon), 4. Chris Cadieux (Suz); 5. Jason Eckhoff (Suz).

125 EX: 1. Roy Schellenberger (Kaw); 2. Brad Woolsey (Kaw); 3. Jeff Schwirtz (Hon).

125 OPEN: 1. Charlie Bogard (Suz); 2. Sprint Haynes (Hon); 3. Ben Gary (Yam); 4. P.J. Hatton (Kaw); 5. Tom McLaughlin (Hon).

250 BEG: 1. Dennis Manchan (Yam); 2. Arthur Perez (Yam); 3. Dennis Oliver (Hon); 4. Scott Wheeler (Hon); 5. Scott Wegner (Kaw).

250 NOV: 1. Steve Jones (Yam); 2. Todd Watson (Hon); 3. Paul Bishop (Kaw); 4. David Chandler (Yam); 5. Keith Beaty (Kaw).

250 INT: 1. Sprint Haynes (Hon); 2. Jason Eckhoff (Suz); 3. Casey Cole (Hon); 4. Mike Boliver (Kaw); 5. Mike Battaile (Yam).

250 EX: 1. Roy Schellenberger (Kaw); 2. Brad Woolsey (Kaw); 3. Jeff Schwirtz (Hon).

250 OPEN: 1. Mike Battaile (Yam); 2. Alan Reed (Hon).

500: 1. Ray Jennings (Yam); 2. Jason Williams (Kaw); 3. Hank Hodes (Kaw); 4. Allen Reed (Hon); 5. Kelly Fleetwood (Kaw).

0-25 NOV: 1. Brian Smith (Hon); 2. Bruce Dugan (Hon); 3. David Chandler (Kaw); 4. Curtis Cole (Hon); 5. John Mulder (Hon).

0-25 INT: 1. Jeff Case (Hon); 2. Ray Jennings (Yam); 3. Hank Hodes (Kaw); 4. Mark McNeil (Yam); 5. Tommy Dickey (Yam).

0-25 EX: 1. Willie Phee (Hon).

0-30 NOV: 1. Kelly Fleetwood (Kaw); 2. Darrell Bishop (Kaw); 3. Jeff Tron (Kaw);

4. Rusty Ballard (Suz); 5. Stuart Johnson (KTM).

0-30 INT: 1. Todd Watson (Hon); 2. Steven Chappell (Kaw); 3. Jon Merrifield (Suz); 4. Hank Hodes (Kaw); 5. Bryan Jackson (Kaw).

0-30 EX: 1. Willie Phee (Hon); 2. Paul York (Hon).

0-40: 1. Jeff Haney (Hon); 2. Darrell Bishop (Kaw); 3. Don Williams (Yam); 4. Stuart Johnson (KTM).

Jacks on target at Moroso Road Race Shootout

By Joe McKay

PALM BEACH GARDENS, FL, OCT. 15-16

Yoshimura Suzuki rider Donald Jacks returned to his roots and made it pay off during round eight of the CCS Florida Series at his home track, the Moroso Motorsports Park.

The trip was good for Jacks for several reasons, not the least of which included a win in the $1000 Shootout, but not without a fight from John Ashmead, Jamie Bowman and Rick Shaw.

As the green flag dropped, it looked like Ashmead was going to show why he is still a rider to be contended with. His bike was working great as the field headed to the finish line for the first time. Ashmead entered turn one with Bowman, Jacks and Shaw giving chase. Ashmead held on for three laps but his motor let go in turn two. Jacks, Shaw and Bowman were all in a line behind Ashmead and quickly passed him. Bowman went up the outside taking the lead with Shaw and Jacks in pursuit.

When the front three came by on the white-flag lap Bowman and Shaw repassed each other heading for turn two, with Jacks closing up to the rear wheels of both riders. Shaw slipped past for the lead, taking Jacks with him. Bowman, back in third, could only watch as Shaw tried to keep Jacks from making a pass. It worked for two more turns before Jacks wicked it up and took the lead on the last lap. Shaw thought he was well hidden to Jacks' left side, hoping that Jacks would pull a big wheelie at the line and give Shaw a chance to sneak past. But Jacks was paying attention and closed the door just in time.

It was a great win for Jacks, who has re-signed with American Suzuki/Yoshimura Racing for the 1995 season, ending any speculation that the Lucky Strike-Suzuki/Dunlop Tires/NGK/Dainese Leathers/Ono Sokki/SBS Brake Pads/RK/Motul/Air Tech/Frey-Daytona/Held and F&L Fuels-backed rider would be making a team switch.

Ashmead had won the Heavyweight Superbike final earlier in the day, but having to miss the Shootout was a hard pill to swallow.

Doug Henry (1) and Ty Wallce (76) battled for supremacy in the 250cc Pro class at the Walden Playboys charity MX. Henry won the first moto, but Wallace scored the second moto and overall wins.

Mike Luke was by far the hottest rider in the Florida Series setting a "new" track record on his way to three wins, two thirds, and a fourth on his Honda CBR600 F2.

Results

EX SOLO GTO: 1. Jamie Bowman (Hon); 2. Brett Ray (Kaw); 3. Mike Luke (Hon); 4. Paul Sloane (Hon); 5. Jared Parliament (Kaw); Frank Kinsey (Yam).

AM SOLO GTO: 1. Ron Howard (Suz); 2. Shane Prieto (Kaw); 3. Ian Davis (Kaw); 4. Franco Stefani (Kaw); 5. Marco Martinez (Suz).

EX SOLO GTU: 1. Greg Esser (Yam); 2. John Long (Yam); 3. John Blessed (Hon); 4. Pat Weekley (Hon); 5. Ed Morgan (Yam).

AM SOLO GTU: 1. Tom Hutchins (Hon); 2. Jim Randolph (Yam); 3. Steve Buery (Yam); 4. Jeff Carr (Yam); 5. Doug Giles (Hon).

SHOOTOUT: 1. Donald Jacks (Suz); 2. Rick Shaw (Bim); 3. Jamie Bowman (Hon); 4. Mike Luke (Hon); 5. John France (Hon).

SPTSMN EX: 1. Joe Lanza (Kaw); 2. Mike Perry (Yam); 3. David Barrett Jr. (Yam); 4. James Bannon (Suz).

AM: 1. Pat Testa (Yam); 2. Barry King (Yam); 3. David Thomas (Hon); 4. Bladimir Lantigua (Yam); 5. Ed Barrett (Yam).

L/W VINT COMB: 1. John Long (Duc); 2. Bill Bannon (Yam); 3. Neville Hall-Reace (Duc); 4. Jay Diamant (Ben); 5. David Atlas (Bri).

M/W SS EX: 1. Mike Luke (Hon); 2. Mike Lehning (Hon); 3. Mike Wilson (Hon); 4. John Blessed (Hon); 5. Mark Pitz (Hon).

AM: 1. Ron Howard (Hon); 2. Doug Giles (Hon); 3. Quenne King (Hon); 4. Woodrow Gephart (Hon); 5. Ricardo Glock (Hon).

L/W GP EX: 1. John France (Hon); 2. Greg Esser (Yam); 3. John Long (Yam); 4. Steve Clark (Yam); 5. Boyd Bradfield (Hon).

AM: 1. James Hanlon (Yam); 2. Bill Back (Yam); 3. Ed Barrett (Yam); 4. Carolyn Thurlow (Yam); 5. Bladimir Lantigua (Yam).

H/W SS EX: 1. Mike Luke (Hon); 2. Mike Wilson (Hon); 3. John Spitulski (Kaw); 4. John Blessed (Hon); 5. Joe Lechman (Kaw).

AM: 1. Shane Prieto (Kaw); 2. Franco Stefani (Kaw); 3. Ian Davis (Kaw); 4. Marco Martinez (Suz); 5. Erick Viera (Suz).

U/L SS: 1. Todd Keesee (Hon); 2. Tommy Barber (Hon); 3. Rick Narup (Hon); 4. Joe Lechman (Kaw).

H/W S/TW EX: 1. Doug Gross (Duc); 2. Steve Norton (Hon); 3. Pierre Lacasse (Hon); 4. Gerald Young III (Hon).

AM: 1. Alan Robbins (Hon); 2. Greg Doney (Hon); 3. Dave Weaver (Hon); 4. Jeff Crouch (Hon); 5. Steve Hill (Hon).

H/W VINT COMB: 1. Todd Henning (Yam); 2. Bill Bannon (Yam); 3. Tom Bryan (Nor); 4. David Atlas (Suz).

L/W S/BK EX. 1. Ron Perry (Yam); 2. Todd Henning (Yam); 3. Ron Stone (Hon); 4. Pierre Lacasse (Hon); 5. Ian Lineberger (Yam).

AM: 1. Jeff Crouch (Hon); 2. James Hanlon (Yam); 3. Richard Lonsdale (Hon); 4. Steve Hill (Hon).

US TW SPTS: 1. Mark Pastir (H-D).

M/W S/BK EX: 1. Mike Luke (Hon); 2. Rick Jackson (Yam); 3. Pat Weekley (Hon); 4. Craig Fox (Hon); 5. Mark Pitz (Yam).

AM: 1. Tom Hutchins (Hon); 2. Doug Giles (Hon); 3. James Randolph (Yam); 4. Quenni King (Hon); 5. Steve Buery (Hon).

L/W SS EX: 1. Todd Keesee (Yam); 2. Craig Goldman (Yam); 3. David Pabst III (Yam); 4. George Reavis (Yam); 5. Ian Lineberger (Yam).

AM: 1. James Hanlon (Yam); 2. Steve Rezmer (Yam).

L/W S/TW EX: 1. Steve Norton (Hon); 2. Pierre Lacasse (Hon); 3. Gerald Young III (Hon); 4. Sherry Dowlling (Kaw); 5. Mark Pastir (H-D).

AM: 1. Alan Robbins (Hon); 2. Jeff Crouch (Hon); 3. Greg Doney (Hon); 4. Richard Lonsdale (Hon); 5. Dave Weaver (Hon).

H/W S/BK EX: 1. John Ashmead (Kaw); 2. Brett Ray (Kaw); 3. Jared Parliament (Kaw); 4. Doug Gross (Duc); 5. John Blessed (Hon).

AM: 1. Weeldber Gonzalez (Kaw); 2. Ron Howard (Suz); 3. Franco Stefani (Kaw); 4. Tom Hutchins (Hon); 5. Ian Davis (Kaw).

M/W GP EX: 1. John France (Hon); 2. Greg Esser (Yam); 3. Mike Luke (Hon); 4. Pat Weekley (Hon); 5. Rick Jackson (Yam).

AM: 1. Tom Hutchins (Hon); 2. Doug Giles (Hon); 3. Quenni King (Hon); 4. Ron Howard (Hon); 5. Jim Haraldson (Hon).

Wallace wails at Playboy MX

By Dick Archer

WALDEN, NY, OCT. 16

Pro/Expert Ty Wallace propelled himself to blistering victories in both the 125 and 250cc Pro/Expert divisions at the fourth annual Tri-State Challenge to benefit Cerebral Palsy at the Walden Playboys MX facility.

Wallace, aboard a sizzling pair of Rossini Race Products-backed Hondas, invaded District 34 to duke it out with fellow Northeast Pro/Experts including Brian Carroll, Bruce Stratton, Eric Reilly, Carlos Coen and AMA 125cc National Champion Doug Henry.

As the gate dropped in the first 250cc moto, 26 of the Northeast's best poured around turn one with Henry, Carroll and Wallace up in front. After the first lap, a bad crash on the tabletop finish line brought out the red flag, and back into the gate they went. Again, down went the gate, and emerging from the dust and into the lead was Wallace. He started pulling away from the pack, and as they all crossed the tabletop after lap one, it was Wallace, Carroll, Coen and Henry, who had worked his way up from a midpack start. Wallace was speeding out of sight as Henry got by Coen and then Carroll. By lap six of the eight-lap moto, Henry had Wallace locked in his sights and ready for the kill. It took only a few corners until Henry found the perfect line and swooped by Wallace, who stayed close right to the checkered flag, with Carroll third and Coen fourth.

Henry missed moto two when he had leave the track for a flight to California. Wallace, Stratton, McMillen and Coen were left lunging for the lead off the gate. Wallace pulled the holeshot with Stratton, McMillen and Coen hot on his tail for the first four laps. Coen, who seemed to come from nowhere, was soon all over Wallace and passed him in the back section. Wallace quickly cut Coen off at the next corner.

The riders all remained very close for the next three laps until the last lap when Wallace turned it up another notch and pulled away for the win. In a close battle for second, Coen managed to hold off McMillen and a charging Brian Carroll, McMillen ending up third and Carroll fourth.

The 125cc Pro/Expert motos were fast-paced and furious as Wallace defied gravity, obtaining high speeds throughout both motos en route to the overall.

Results

50 STK: 1. Dave Sterritt; 2. Greg Challacombie; 3. Kenny Barton; 4. Ryan Mills; 5. John Hicks.

50 MOD: 1. Tyler Jennings; 2. Ryan Blackburn; 3. Tom Dawson; 4. Ryan Hoysradt; 5. Jesse Satanik.

60: 1. Gregg Meyers; 2. James McNeill; 3. Chris Russell; 4. Keith Chapman; 5. Pete Zanconata.

80 JR: 1. Shaun Russo; 2. Keenan Hubbard; 3. Mike Leavitt; 4. Greg Meyers; 5. Ryan Mills.

80 SR: 1. Tony Pedone; 2. James Valentine; 3. Jeff Koenig; 4. Steve Cunningham; 5. Brian Scherer.

SCHBY: 1. Matt Greenstein; 2. Jerome Dawson; 3. Joey Lifebure; 4. Buddy Pitt; 5. Drew Baier.

125 A: 1. Ty Wallace; 2. Bruce Stratton; 3. Eric Reilly; 4. Carter Gurnee; 5. Carlos Coen.

125 B: 1. Dave Umhofer; 2. Mike Sickenius; 3. Bill Baker; 4. Matt Greenstein; 5. Noberto Balbuena.

125 C: 1. Jeff Kirkland; 2. Buddy Pitt; 3. Terry Finkle; 4. Jeremy Krupat; 5. Meir Reagan.

250 A: 1. Ty Wallace; 2. Carlos Coen; 3. Brian Carroll; 4. Bruce Stratton; 5. Carter Gurnee.

250 B: 1. Mike Sickenius; 2. Jason Linn; 3. Ken McCarthy; 4. Kyle Lucas; 5. Matt Marsilli.

250 C: 1. Jason Wallace; 2. Rich Gizzi; 3. C. Morgensen; 4. Terry Finkle; 5. Andrew Sauer.

25+ A: 1. Brian Carroll; 2. Carlos Coen; 3. Rich Koretsky; 4. Ken Blackwell; 5. Mike Spear.

25+ B: 1. Ken McCarthy; 2. Rich Gizzi; 3. Bill Sargent; 4. Bill Grippo; 5. Chad O'Hara.

OPEN A: 1. Brian Carroll; 2. Mike Spear; 3. Rich Koretsky; 4. Eric Reilly; 5. Tom Bruno.

VET A: 1. Mike Spear; 2. Bruce Winter; 3. Ken Blackwell; 4. Tom Bruno; 5. Rob McGuire.

SR: 1. Jerry Rizziello; 2. Ferdy Garica; 3. Jaine Lloret; 4. Charles Borg; 5. Cliff White.

S/SR: 1. Gary Deal; 2. Joe Yagloski; 3. Jeff Thompson; 4. Bruce Stratton Sr.; 5. Ken Scherer.

Stewart steams to Gatorback Motocross win

By Kyle Myers

GAINESVILLE, FL, OCT. 23

Over 380 riders from seven states competed for Honda/Suzuki and Yamaha contingency money at the sixth and final round of the AMA/Worldsports Florida Gold Cup Series at Gatorback Cycle Park, and rising-star James Stewart swept the 60cc division with a perfect two-moto tally for the overall win.

In the first 60cc moto, Stewart led the 25 riders field into the "Gator Pit" with Ryan Davis, Mike Sizemore, Troy Adams and Dan Truman in tow. Sizemore and Adams slipped by Davis halfway into the opening lap and battled for the runner-up with Stewart just in front. Adams pressured Sizemore and moved by in the back section. Stewart then crashed letting Adams and Sizemore around. Stewart quickly remounted and charged to the front, then outbraked Sizemore entering the pit and set his sights on Kawasaki of Ocala-backed Adams.

Adams held Stewart at bay for two laps, before Stewart sailed by on the drop-off. Stewart pulled out a seven-second lead by the time the checkered flag came out. Adams rode home in second, with Truman passing Sizemore on the final circuit for third. Chaz Northey rounded out the top five positions.

The second moto saw Stewart again grab the holeshot over Adams, Northey, Truman and Davis. The Team Green/Fox/Performance Engineering-backed Stewart rode flawlessly and pulled away from the field. Meanwhile, Adams had control of second with Northey, Truman, and Sizemore dicing for third. The three riders switched spots each lap, with Northey coming out on top at the finish over Truman and Sisemore. Stewart easily won the moto to complete the class.

In the Pro division, Paul Currie used 1-2 finishes to score his first major win in the class. Currie lead wire to wire in the first moto with Gene Naumec and Brian Manley following. Manley was the fastest rider on the course, but a fall shot his chances for the win; he finished third in the moto. Manley dominated the second moto taking the easy win, while Currie and Naumec fought the number-two spot. Naumec fell in the last turn, giving the second position and the overall win to Currie.

Results

P/W (4-6):1. Jake Griffis (LEM); 2. Andrew Matusek (LEM); 3. Marisa Hampshire (LEM); 4. Mike Patterson (LEM); 5. Kyle Orr (LEM).

P/W (7-8): 1. Kyle Williamson (Itj); 2. Zack Lundy (Yam); 3. Robert Holstein (Yam); 4. Jeff Lucido (LEM); 5. Cody Roth (Yam).

60 (7-11): 1. James Stewart (Kaw); 2. Troy Adams (Kaw); 3. Dan Truman (Kaw); 4. Chaz Northey (Kaw); 5. Mike Sizemore (Kaw).

80 (7-11): 1. Kyle Farnell (Yam); 2. Tyson Hadsell (Suz); 3. Josh Faustino (Suz); 4. Jason Bell (Suz); 5. Jeremy McDow (Kaw).

80 (12-13): 1. Matt Walker (Kaw); 2. Jessie Ballard (Suz); 3. Jeremy Shuttleworth (Yam); 4. Clint Shealy (Kaw); 5. Tim Bantle (Kaw).

80 (14-15): 1. Ray Hansen (Kaw); 2. Vincent Deuvall (Yam); 3. Howard Meador (Hon); 4. Clay Robertson (Kaw); 5. Jesse Adams (Yam).

S/MINI: 1. Matt Walker (Kaw); 2. Kyle Farnell (Yam); 3. Tyson Hadsell (Suz); 4. Clint Shealy (Kaw); 5. Jon Bowman (Yam).

125 YTH: 1. Ken Jones (Hon); 2. Adam Rake (Hon); 3. Scott Pinson (Suz); 4. Chris Baily (Kaw); 5. Darren MvElhatten (Suz).

16-24: 1. Anthony Pocorobba (Suz); 2. Jason Dodds (Yam); 3. Shaw Dunkel (Hon); 4. Chris Manning (Suz); 5. Kyle Kopachik (Suz).

125 A: 1. Anthony Pocorobba (Suz); 2. Paul Currie (Kaw); 3. Brian McElroy (Yam); 4. Chris Brown (Suz); 5. Shaw Dunkel (Hon).

125 B: 1. Jarrett Tipping (Suz); 2. Scott Pinson (Suz); 3. Adam Rake (Hon); 4. Chris Manning (Hon); 5. Rudy Wallace (Yam).

125 C: 1. James McCormick (Hon); 2. Jason Freeman (Suz); 3. J.D. Holmes (Yam); 4. Lee Welker (Suz); 5. Todd Wichtner (Hon).

250 A: 1. Paul Currie (Kaw); 2. Gene Naumec (Yam); 3. Brian McElroy (Yam); 4. Chris Brown (Suz); 5. Earl May (Yam).

250 B: 1. Ken Jones (Hon); 2. Jarrett Tipping (Suz); 3. Bryan Abel (Hon); 4. Rod Furnell (Kaw); 5. Jeff Neilander (Hon).

250 C: 1. Kirk Layfield (Yam); 2. Robert Armstrong (Yam); 3. James Spawn (Kaw); 4. Keith Morgan (Yam); 5. Matt Smith (Hon).

25+: 1. Brian Manley (Hon); 2. Earl May (Yam); 3. Jeff Lampe (Suz); 4. Bryan Abel (Hon); 5. Mark Beamer (Suz).

30+: 1. Kevin Foley (Kaw); 2. Earl May (Yam); 3. Ron Dodds (Hon); 4. Rick Perry (Yam); 5. Mark Beamer (Suz).

35+: 1. Dell Miller (Kaw); 2. Jeff Hughes (Kaw); 3. Steve Dixon (Yam); 4. Woody Strickland (Yam); 4. Kyle Tallant (Suz).

40+: 1. Woody Strickland (Yam); 2. David Johnson (Yam); 3. Tom Fogg (Kaw); 4. Charles Kiesel (Kaw); 5. Johnnie Raulerson (Hon).

50+: 1. Robert Daniels (Suz); 2. Rufus Sallas (Hon).

500 B/C: 1. Paul Sparks (Hon); 2. Keith Wadell (Hon); 3. Randy Morris (Kaw); 4. Eric Henderson (KTM); 5. James Taylor (Yam).

PRO: 1. Paul Currie (Kaw); 2. Brian Manley (Hon); 3. Gene Naumec (Yam); 4. Chris Bailey (Kaw); 5. John Fesler (Suz).

Gibbs, Reed rad at Roebling Road Road Race

By Kurt Hall

FAULKVILLE, GA, OCT. 1

Brian Gibbs and Mike Reed were just two of the hot racers to invade Roebling Road Raceway when the WERA National Championship Series came to town.

In addition to his wins in A and B Superstock, Reed posted a second-place finish in C Superstock to take home $1300 from Kawasaki. Reed used his Triple R Racing ZX6 giant-killer to easily handle David McGrath's Yamaha YZF750 in the A and B Superstock classes while securing top contingency-money honors. McGrath, who is from nearby Thunderbolt, Georgia, went on to win the B Superbike race and was overtaken by a charging David Davis in the Formula One contest. Third in A Superstock and fourth in B Superstock went to Kevin Rentzell on a pair of Suzukis. Canton Racing's Sean Dillon waited until this event to put in his best ride of the season pulling down a third in B Superstock among a deeply talented field.

Gibbs was the only man to beat Reed in the dampened conditions, albeit narrowly, in the C Superstock event. He piloted his Micron-piped, Dunlop-shod, Joe Gibbs-tuned CBR600F2 to a generous three-second lead after only two laps. But as the halfway point neared, Reed had defined his wet riding limits and began a charge that ended up only a half-bike-length short at Chuck Edgeworth's checkered flag. After that close call, Gibbs didn't let anyone even close to him in the C Superbike event, as he dominated with a flag-to-flag victory over Rentzell and Greensboro, North Carolina's Tri-City Honda-sponsored Lee Acree.

Joshua Hayes netted victory in the A and C Production Novice classes and finished second to Mike Ruditys in the B Production event.

Results

50-Milers

H/W EX: 1. Bill Zearley (Kaw); 2. David McGrath (Yam); 3. Kevin Rentzell (Suz); 4. Patrick Ludwig (Yam); 5. Joey Gilleland (Kaw).

M/W EX: 1. Kevin Rentzell (Yam); 2. Danny Phibbs (Hon); 3. Russell Masecar (Hon).

H/W NOV: 1. Michael Ruditys (Suz); 2. Derek Leslie (Yam); 3. Mike DeBrabant (Hon); 4. James Hillis (Suz); 5. William Jacobus (Hon).

M/W NOV: 1. Mike DeBrabant (Hon); 2. Mark Phillips (Hon); 3. Joshua Hayes (Hon); 4. Scott Harwell (Hon); 5. Rick Ruhl (Hon).

L/W: 1. Dwight Lewis (Hon); 2. Walter Stovall (Yam); 3. Wade Buffington (Yam); 4. Allen Hammond (Yam); 5. Gary Medlin (Hon).

Sprints

A S/STK EX: 1. Mike Reed (Kaw); 2. David McGrath (Yam); 3. Kevin Rentzell (Suz); 4. Grant Lopez (Hon); 5. Joey Gilleland (Kaw).

B S/STK EX: 1. Mike Reed (Kaw); 2. David McGrath (Yam); 3. Sean Dillon (Suz); 4. Kevin Rentzell (Suz); 5. Joey Gilleland (Kaw).

C S/STK EX: 1. Brian Gibbs (Hon); 2. Mike Reed (Kaw); 3. Danny Phibbs (Hon); 4. Kevin Rentzell (Yam); 5. Lee Acree (Hon).

B S/BK EX: 1. David McGrath (Yam); 2. Kevin Rentzell (Suz); 3. Patrick Ludwig (Yam); 4. Phillip Schroder (Suz); 5. Ray Hickman (Suz).

C S/BK EX: 1. Brian Gibbs (Hon); 2. Kevin Rentzell (Yam); 3. Lee Acree (Hon).

D S/BK EX: 1. Kevin Moore (Yam); 2. Walter Stovall (Yam).

F-1 EX: 1. David Davis (Suz); 2. David McGrath (Yam); 3. Bill Zearley (Kaw); 4. Joey Gilleland (Kaw); 5. Lee Acree (Hon).

F-2 EX: 1. Patrick Moore (Hon); 2. Eric Ashbaugh (Yam).

F-3 EX: 1. J.B. Balko (Hon).

F-CLBMN EX: 1. Allen Willis (Hon); 2. J.B. Balko (Hon); 3. Daviel Levine (Yam); 4. Jonathan Creel (Yam); 5. Stan Keyes (Suz).

U/L TW EX: 1. William Lumsden (Duc); 2. Michael Duncan Jr. (Suz).

A PROD NOV: 1. Joshua Hayes (Hon); 2. Shannon Silva (Suz); 3. Derek Leslie (Yam); 4. Rob Palmieri (Suz); 5. Steven Green (Hon).

B PROD NOV: 1. Michael Ruditys (Suz); 2. Joshua Hayes (Hon); 3. Shannon Silva (Suz); 4. Derek Leslie (Yam); 5. Rob Palmieri (Suz).

C PROD NOV: 1. Joshua Hayes (Hon); 2. Norman Hammond (Hon); 3. John Seuberling (Hon); 4. Kyle Carver (Hon); 5. William McNeil (Hon).

D PROD NOV: 1. Wade Buffington (Yam); 2. Gary Medlin (Hon); 3. S.B. Daniels (Hon); 4. Rick Boyles (Hon); 5. Mark Schmitt (Kaw).

B S/BK NOV: 1. Scott Harwell (Hon); 2. Mike DeBrabant (Hon); 3. Rick Ruhl (Hon); 4. Derek Leslie (Yam); 5. Shannon Silva (Suz).

C S/BK NOV: 1. Billy Ethidge (Hon); Scott Harwell (Hon); 3. Mike DeBrabant (Hon); 4. Rick Ruhl (Hon); 5. Chris Reynolds (Hon).

D S/BK NOV: 1. Tim Hill (Yam); 2. Derek King (Yam); 3. Dustin Sperber (Yam); 4. James Stroud (Kaw); 5. Matt Blashfield (Hon).

F-1 NOV: 1. Scott Harwell (Hon); 2. Shannon Silva (Suz); 3. Rob Palmieri (Suz); 4. Rick Ruhl (Hon); 5. Chris Reynolds (Hon).

F-2 NOV: 1. William Moon (Hon); 2. Dwight Lewis (Hon); 3. Wade Buffington (Suz); 4. Marc Lautzenhiser (Suz); 5. Dustin Sperber (Yam).

F-3 NOV: 1. Kenneth Cotzin (Yam); 2. Ray Tompkins (Kaw); 3. Jeanne Garcia-Duncan (Hon); 4. Terry Fulks (Hon); 5. Eddie Ludwigsen (Kaw).

F-CLBMN NOV: 1. Eric Hornquist (Suz); 2. Marc Lautzenhiser (Suz); 3. Mark Hurt (Suz); 4. Wade Buffington (Suz); 5. Derek Keyes (Kaw).

U/L TW NOV: 1. William Moon (Hon); 2. James Stroud (Kaw); 3. Marc Lautzenhiser (Suz); 4. Matt Blashfield (Hon); 5. Charles VanValkenburgh (Yam).

Wallace wallops Buckhorn Enduro

By F.H. Leghorn

REDDING, CA, OCT. 23

After being in the running for the overall victory for several events, Matthew Wallace earned a narrow win over Dave Wood and Marty Walden at the Buckhorn Enduro, which was put on by the Redding Dirt Riders at Shasta Dam.

Wallace and Wood enjoyed the considerable advantage of being on the first row under conditions that promised to be very dusty. Both riders

took turns in the lead, easily zeroing the first check, but it was Wood who led through the first tight section leading to emergency-check two. Wood was able to stay comfortably on time and had to scrub off time to hit Check Two 25 seconds into his minute. Wallace followed Wood in to record a 0:33 to take the early lead over Wood, but both riders were behind the perfect 0:30 of Don Knapp, the 0:31 of Eddie Diaz, and the 0:28 of Jason Edie. District Champion Josh Chandler stayed in the hunt with his 0:34, while Walden put himself in an early hole with a 0:48.

Wallace continued to follow Wood through the next two tests, with Wood missing a one-point score at both checks three and four by seconds to share the twos of all other contenders except Edie, who put himself behind with a three at Check Three. In spite of the dust-free edge of being on the first row, Wood and Wallace were unable to use it to their advantage, as over 10 competitors shared a four-point score at the gas stop.

Check Five was easily zeroed by all contenders, and in spite of a 30-mph average that caused riders to hustle, Check Six also failed to extract points from the front-runners. With the mileage running down, it was clear that the next tight section would decide the overall.

Knowing that his narrow two-second lead over Wood would not hold up at the next tie-breaker if he continued to follow, Wallace elected to gamble and rode dangerously hot to ensure that he would enjoy the dustless conditions in front. The gamble paid off, as there was no check preceding a long section of new trail prior to tie-breaker Check Seven, where Wallace missed a zero by one second to record a 1:00, to lead the 1:15 of Walden and the 1:24 of Wood. Sharing this score was the 1:31 of Edie, 1:22 of Diaz, 1:39 of Jon King, and the 1:42 of Knapp. Knapp then proceeded to drop himself in the standings by burning Check Eight.

When the final scores were tallied, the advantage of the front row proved to be too much for the other competitors to overcome, as the 5:33 of Wallace and 5:59 of Wood led the 5:63 of Walden. Rounding out the top five was the 6:63 of Edie and the 6:76 of King.

Results

A SPTSMN: 1. Matthew Wallace (Yam); 2. David Wood (Kaw); 3. Marty Walden (Hon); 4. Jason Edie (Kaw); 5. Jon King (Kaw).

A VET: 1. Matt Cullins (Suz); 2. Duke Lambert; 3. Phil Douglas (Suz); 4. Bob Stene (Yam); 5. Bob Holmes (Hon).

A SR: 1. Rick Beckstrom (Hon); 2. Don Matheson; 3. Wade Tuma; 4. Peter Pritchard; 5. Mike Sterling.

B SPTSMN: 1. Roy Applequist; 2. Zac Cameron; 3. Jim Stowe; 4. Dave Peel; 5. Mark Maldonado.

B VET: 1. Pete Hansen; 2. Damon Powell; 3. Chris Von Kleist; 4. Timmy Duncan; 5. Brad Rice.

C SPTSMN: 1. Craig Vasconcellos; 2. Jeff Santos; 3. Michael Hayes; 4. Marc DeMarco; 5. Randy Blacker.

C VET: 1. Robert Colombi; 2. Gary Drews; 3. Thomas Bitner; 4. Fred Dollahite; 5. Doug Reynolds.

Heess hammers Hanford MX

by J.R. Canaguier

HANFORD, CA, OCT. 23

Kenny "The Hammer" Heess continued with his winning ways as he took the overall for the third-straight week of the GFI North Fall Series at the Hanford Fairgrounds.

The series points leader, Heess nailed the holeshot in heat one as the 80cc Beginner class took off for the first of two grueling motos on the rough and technical course. The tricky first turn proved to be a nightmare for many of the Beginners. They began to pile up in true fashion while trying to negotiate the hairpin with two whoops right in the middle, followed by a sandy double jump.

Heess made it through, however, followed by C.J. Tringer, Bill Nay and Joey Allan. First place belonged to Heess, with little pressure from behind, but second through fifth was another story. Tringer took a soil sample on lap two, moving Nay into second with Allan right on his heels. By the end of the lap, Allan got by Nay and started building an advantage. After being involved in the first-turn tangle, David McFarland picked himself up and proceeded to move through the pack like a madman as he worked his way from last to fourth by the end of lap four.

Lap four also put an end to Nay's charge, as he went down in one of the track's many corners, letting David Klingenbeck and David McFarland take over the third and fourth positions. McFarland wasted no time getting around Klingenbeck and soon was pounding on Allan's back door. A quick inside move put him in front of Allan, but not for long as Allan retaliated with a move of his own. Meanwhile, Tringer, who crashed in lap two, had worked his way up to fourth by lap four and into second on lap five. Moving steadily up from a bad start, Ryan Philpot took advantage of a McFarland mistake and moved into third by the end of lap five. The moto ended with Heess taking the win, followed by Allan, Philpot, Klingenbeck and Mike Tarter rounding out the top five.

Heess was taken out in the first turn, along with several others. McFarland inherited the lead and managed to hold it for a full two laps before Heess could charge back from fifth to take over. McFarland hung in there, though, and didn't let Heess out of sight in spite of some serious challenges from Tarter and Allan, who had their own battle going. By lap four, Klingenbeck made his entrance along with Philpot, and it looked like World War III as they diced and sliced till the end of the moto. When the smoke cleared, Philpot was in third followed by Klingenbeck and then Tarter.

Results

P/W (4-6): 1. Brent Harmon (Yam); Jarred Morrison (Yam); Greg Meraz (Yam); 4. Zach Henry (Yam); 5. James Leon (Yam).

P/W (7-8): 1. Nathan Brock (Yam); 2. Ben Seville (Yam); Pat Patterson (Hon); 4. Greg Enloe (Yam); 5. Ryan Rattoni (Yam).

60 F/T: 1. Brent Harmon (Kaw); 2. Richard Judd (Kaw); 3. Eric Hess (Kaw).

60 BEG: 1. Charlie Morrison (Kaw); 2. Iceman Hernandez (Kaw); 3. Jeremy Cruse (Kaw); 4. Justin Brock (Yam); 5. Brian Dominguez (Kaw).

60 NOV: 1. Ryan Morais (Yam); 2. Ryan Philpot (Yam); 3. Robert Harold (Kaw); 4. Andy Pierce (Kaw); 5. Ryan Tysinger (Kaw).

80 F/T: 1. Darin Blankenship (Hon); 2. Eric Shepard (Kaw); 3. Brett Sullivan (Yam); 4. D.L. Davis (Yam); 5. Amy Boron (Hon).

80 BEG: 1. Kenny Hess (Yam); 2. Ryan Philpot (Suz); 3. Joey Allan (Suz); 4. David Klingenbeck; 5. Mike Tarter (Yam).

80 NOV: 1. Richard Steamer (Suz); 2. Ryan Morais (Yam); 3. Mike Northrop (Suz); 4. Danny Ornelas (Suz); 5. Kurt Long (Hon).

80 INT: 1. Jeff Northrop (Yam); 2. Aaron Baker (Yam); 3. Robert Blake (Yam); 4. Tyler Evans (Hon); 5. Chris Dice (Kaw).

125 BEG D-1: 1. Brian Miller (Suz); 2. Brian Shepard (Kaw); 3. Shane Skall (Suz); 4. Calvin Andlovec (Yam); 5. Mike Hernandez (Yam).

125 BEG D-2: 1. Danny Ornelas (Suz); 2. Erik Rollin (Hon); 3. Andy Larson (Hon); 4. Lee McLaughlin (Yam); 5. Scott Borg (Yam).

125 NOV: 1. Ryan Dontsch (Suz); 2. J.R. Pollard (Yam); 3. Adam Pierce (Yam); 4. Mike Goldstein (Hon); 5. Travis Goldstein (Hon).

125 INT: 1. Eric Schnell (Suz); 2. Chad Burleson (Hon); 3. Dennis Kritzer (Hon); 4. Jason Jenkins (Hon); 5. Chris Cooley (Yam).

125 PRO: 1. Casey Johnson (Kaw); 2. Rick Ryan (Yam); 3. Greg Schnell (Suz); 4. Shane Trittler (Suz); 5. Jeff Willoh (Kaw).

250 BEG: 1. Jason Mullaney (Hon); 2. Steve Snyder (Hon); 3. Mike Wensturd (Suz); 4. Kirk Johanns (Suz); 5. Ken Shirley (Suz).

250 NOV: 1. Dean Elliott (Hon); 2. Mike Goldstein (Kaw); 3. J.R. Mason (Hon); 4. Steve Nelson (Kaw); 5. Seth Young (Kaw).

250 INT: 1. Chad Burleson (Hon); 2. Casey Lytle (Hon); 3. Matt Bateman (Yam); 4. Ben Shank (Yam); 5. Chuck Bradshaw (Hon).

250 PRO: 1. Casey Johnson (Yam); 2. Rick Ryan (Yam); 3. Jeff Willoh (Kaw); 4. Travis Preston (Yam); 5. Pat Comm (Yam).

500 PRO: 1. Rusty Holland (Hon); 2. Trevor Meagher (Hon); 3. Keith Mayes (Hon); 4. Jon Nelson (Yam); 5. Mike Zari (Hon).

25+ BEG: 1. Brian Miller (Suz); 2. Bo Leyra (Suz); 3. Mike Segundo (Hon); 4. James Hopper (Hon); 5. Robert Derenzo (Hon).

25+ NOV: 1. Steve Nelson (Yam); 2. Gary Shoemaker (Yam); 3. Bob Pimentel (Hon); 4. Martin Markle (Yam); 5. Chuck Kober (Suz).

25+ INT: 1. Randy Medley (Kaw); 2. Dave Montgomery (Yam); 3. Steve Piattori (Suz); 4. Brian Ferro (Suz); 5. Don Mendenhall (Yam).

25+ EX: 1. Darrin Elliott (Hon); 2. Ron Allen (Yam); 3. Martin Mosser (Yam).

VET BEG: 1. Rick Jost (Hon); 2. Steve Furtado (Hon); 3. Mike Villa (Kaw); 4. Dave Lever (Hon); 5. Mike McEwen (Suz).

VET NOV: 1. Stu Perry (Hon); 2. Gary Shoemaker (Yam); 3. Don Beason (Suz); 4. Brad Sloan (Hon); 5. John Wilson (Hon).

VET INT: 1. Steve Paitoni (Suz); 2. David Montgomery (Yam); 3. Randy Medley (Kaw); 4. Darin Layton (Yam); 5. Don Mendenhall (Yam).

VET PRO: 1. Gregg Dungen (Hon).

35+ NOV: 1. Brad Sloan (Hon); 2. Gary Remmen (Suz); 3. J.D. Griffin (Hon).

35+ INT: 1. Allan Decker (Yam).

40+ NOV: 1. Greg Young (Kaw); 2. Mike Bergantz (Suz); 3. Brian Merchant (Hon).

40+ INT: 1. Jim Terry (Hon); 2. J.R. Canaguier (Suz); 3. Don Roback (Hon); 4. Steve Stapula; 5. John Kort (KTM).

40+ EX: 1. Dirk Timmerman (Yam); 2. Tim Colvert (Kaw); 3. Jeff Grubber (Yam).

WMN: 1. Annette Terry; 2. Stacy Breamer (Yam); 3. Rose Ventre (Hon); 4. Diane Burkett; 5. Ann Yacco (Kaw).

Tiearney takes Silver State MX

By Betty Cordle

CARSON CITY, OCT. 16

Round three of the On Trac Events Northern Nevada Dealer's Challenge at Silver State Raceway was dominated by the Michael's Cycles/O'Neal/FMF/Holley Performance/Power Bar/WOR-backed Justin Tiearney.

Tiearney and Shane Esposito quickly shot out front off the gate, leaving the rest of the pack. The two front-runners swapped the lead on lap two as Esposito passed over a large jump. Tiearney got Esposito back in the tight stuff by the tower. The two continued to dominate with almost a half-lap lead. Sven Stillmock was gaining ground on the leaders, passing Tim O'Brien on lap four. On lap six, Esposito repassed Tiearney on the back section to take over the lead. Esposito would take the win with Tiearney on his tail at the finish.

In moto two, Esposito, Tiearney and Stillmock jockeyed for position with Esposito grabbing the lead. Tiearney followed suit as the yellow bikes literally left the field. Esposito held his lead, but it was evident that his suspension was too stiff, kicking him forward several times. He managed to keep it under control while Tiearney tried every line to get around him.

Kenny Lash took over third position after Stillmock overshot a berm, sending him over the bars. By the white-flag lap, things looked positive for Esposito, but he also misjudged a berm before the finish line and was shot over the bars sliding six feet from his bike. Tiearney finished out the lap and took the checkered. Esposito remounted with sore knees and finished in second place ahead Lash and O'Brien.

Results

60: 1. Nick Jarret (Kaw); 2. Tommy Jones (Kaw); 3. Jimmy Hazel (Kaw); 4. Kyle Ritter (Kaw).

80 BEG: 1. Cliff Campbell (Kaw); 2. Tommy Jean (Suz); 3. Rocky Audenreid (Kaw); 4. Kenny Bell (Yam); 5. Jimmy Hazel (Hon).

80 JR: 1. Drake McElroy (Hon); 2. Freddy Welchers (Hon); 3. Matt Kneseck (Hon); 4. Ryan Hansen (Suz); 5. Monty Merrithew (Suz).

80 INT: 1. Dustin Miller (Hon); 2. Mike Mason (Suz); 3. Justin Scullen (Kaw); 4. Nathan Tiearney (Hon); 5. Matt Buyten (Hon).

125 BEG: 1. Dale Lundeen (Hon); 2. Scott Roberts (Kaw); 3. Doug Payne (Suz); 4. Wes Cohelan (Kaw); 5. Josh Minns (Suz).

125 JR: 1. Brett Racine (Kaw); 2. Cody Killam (Hon); 3. Adam Portue (Suz); 4. Tom Lynn (Suz); 5. Zeb Armstrong (Kaw).

125 INT: 1. Richie Thorwaldson (Hon); 2. David Denton (Yam); 3. Jon Varner (Hon); 4. John DePaun (Suz); 5. Chris Ponsock (Suz).

OPEN: 1. Cody Killam (Hon); 2. Rich Thorwaldson (Hon); 3. Richard Barker (Hon); 4. Jon Varner (Hon); 5. Jake Fisher (Hon).

250 BEG: 1. Mike Shields (Hon); 2. Chris Seitz (Kaw); 3. David Walden (Suz); 4. Dana Belton (Hon); 5. Martin Hokenson (Hon).

250 JR: 1. John Manteufel (Kaw); 2. Layne Kolbet (Hon); 3. Rod Dunivent (Hon); Richard Barker (Hon); 5. Jake Fisher (Hon).

250 PRO: 1. Justin Tiearney (Suz); 2. Shane Esposito (Suz); 3. Scott Stillmock (Hon); 4. Kenny Lash (Hon); 5. Tim O'Brien (Hon).

VET JR: 1. Chris Enyart (Hon); 2. Bobbie Huntoon (Hon); 3. David Rumbaugh (Yam); 4. Steve Smith (KTM); 5. Grant Saunders (KTM).

VET INT: 1. Randy Appleton (Suz); 2. Jeff McCullum (Hon); 3. Richard Mannschreck (Kaw); 4. Steve Mason (Suz); 5. Pete Vandenberg (Hon).

VET PRO: 1. Jon Varner (Hon); 2. Steve Vogel (Hon); 3. Rod Ginn (Hon); 4. Rich Thorwaldson (Hon); 5. Rob Hansen (Yam).

O/T A: 1. Rich Thorwaldson (Hon); 2. Pete Vandenberg (Hon); 3. John Dirickson (Hon); 4. Bob Fabel (Hon).

O/T B: 1. K.C. Moser (Suz); 2. M. Canton (Hon).

Graves quick at Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, OCT. 15-16

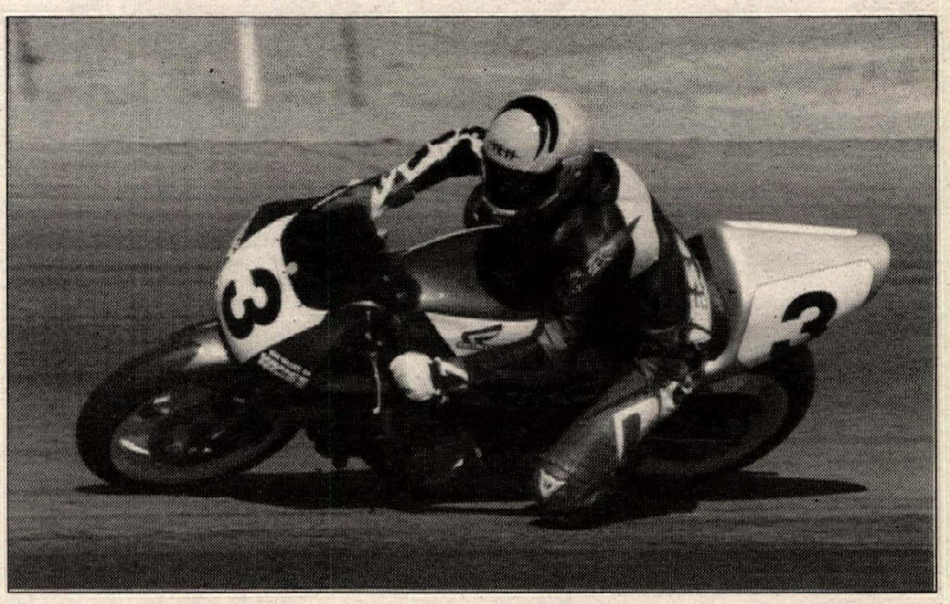
Chuck Graves returned to the winner's circle in the Toyota Unlimited Road Race by Budweiser Formula One series during the 10th round at Willow Springs International Raceway.

Graves is the points leader in that class and is hoping to regain the championship title. Graves launched his Valvoline/Suzuki-sponsored Suzuki GSXR1100 off the starting grid and was in the lead heading through the first turn. Running in second was Curtis Adams with Jim Van Vegten right behind. As the first lap neared its end, Graves had already opened up a gap on the rest of the pack. However, a fight for second was underway between Van Vegten and Adams, with Van Vegten emerging momentarily with a hold on second. However, it was short-lived, as a charging John Hilton threaded his way rapidly through the field and suddenly moved into second.

Van Vegten held on to third for a short while, but near the end of the third lap, he suddenly slowed and dropped out of the race with a mechanical problem. That left Adams in third with Mark McDonald holding on to fourth. Much of the remainder of the race saw no change or challenges in the top four positions.

However, completing lap 10 of the 12-lap event, McDonald was suddenly caught by both Dean Vincent and Clinton Whitehouse. McDonald recovered from the challenge during the next few laps, but only managed to move back into fifth.

At the line, it was Graves with the win and Hilton second. Adams finished third and Vincent fourth.



Walt Dorsch topped all comers in the Formula Two class at the Willow Springs RR.

Mark McDonald's season-long domination of the Maxima Racing Oil Formula Two class was challenged during this round by an up-and-coming Walt Dorsch. It was Dorsch who grabbed the race lead off the line but McDonald was stalking him from the beginning.

On the second lap, the battle for third place began to heat up between Frank Aragaki, Clinton Whitehouse and Andre Castanos.

Dorsch held the lead despite McDonald shadowing him throughout the first seven laps of the eight-lap race. On the final lap, as the leaders rounded turn eight, McDonald dropped inside of the turn and made his way past Dorsch. However, after rounding turn nine and heading down the front straight, the two leaders were side by side. Just before the line, Dorsch found just a bit more power and edged out McDonald at the checkered flag to take the win. McDonald took second and third place went to Castanos. CN

Results

F-1: 1. Chuck Graves (Suz); 2. John Hilton (Hon); 3. Curtis Adams (Suz); 4. Dean Vincent (Yam); 5. Mark McDonald (Yam).

F-2: 1. Walt Dorsch (Hon); 2. Mark MCDonald (Yam); 3. Andre Castanos (Yam); 4. Clinton Whitehouse (Yam); 5. Frank Aragaki (Yam).

F-3: 1. Kevin Murray (Hon); 2. John Ulrich (Yam); 3. Wesley Totsubo (Hon); 4. Davy Widjaja (Hon); 5. Nyle Schafhauser (Hon).

F-40: 1. John Hilton (Hon); 2. Keith macbeth (Yam); 3. Dennis Smith (Duc); 4. Joji Tokumoto (Hon); 5. Gary Crandall.

500 SS: 1. Brian Garbellini (Yam); 2. Guy Celestre (Yam); 3. John Peardon (Yam); 4. Maurice Marascio (Kaw); 5. Daniel Equihua (Yam).

600 SS: 1. Robbie Dowie (Hon); 2. Robert Yampolsky (Hon); 3. Rob Fletcher (Hon); 4. Richard Padilla (Hon); 5. Karl Lowry (Hon).

750 SS: 1. Benjamin Welch (Yam); 2. Kiko Serna (Suz); 3. Mike Vella (Suz); 4. Arden Friesen (Suz); 5. Gary Donaldson (Kaw).

OPEN S/S: 1. Curtis Adams (Suz); 2. Richard Munn (Suz); 3. Chris Voelker Sr. (Hon); 4. Kjell Westberg (Hon); 5. Susan Zobler (Hon).

550 S/BK: 1. Frank Aragaki (Yam); 2. Dave Koskinen (Yam); 3. Brian Bernard (Yam); 4. Phil Niblack (Yam); 5. Guy Celestre (Yam).

650 S/BK: 1. Walt Dorsch (Hon); 2. Willie Burr (Hon); 3. Karl Lowry Jr. (Hon); 4. Robbie Dowie (Hon); 5. Robert Yampolsky (Hon).

750 S/BK: 1. John Hilton (Hon); 2. Oscar Ortiz (Suz); 3. Kiko Serna (Suz); 4. Dennis Smith (Duc); 5. Arden Friesen (Suz).

OPEN S/BK: 1. Jim Van Vegten (Yam); 2. Dean Vincent (Yam); 3. Curtis Adams (Suz); 4. Chris Voelker Sr. (Hon); 5. Keith MacBeth (Yam).

500 MOD PROD: 1. Brian Bernard (Yam); 2. Dave Koskinen (Yam); 3. Brian Garbellini (Yam); 4. Guy Celestre (Yam); 5. Maurice Marascio (Kaw).

600 MOD PROD: 1. Robbie Dowie (Hon); 2. Karl Lowry Jr. (Hon); 3. J. Andrew Milton (Hon); 4. Tony Mathews (Hon); 5. Robert Yampolsky (Hon).

750 MOD PROD: 1. John Hilton (Hon); 2. Oscar Ortiz (Suz); 3. Maurice Marascio (Kaw); 4. Armando Castillo (Suz); 5. John Ferdinand (Kaw).

OPEN MOD PROD: 1. Dean Vincent (Yam); 2. John Hilton (Hon); 3. Richard Munn (Suz); 4. Curtis Adams (Suz); 5. Keith MacBeth (Yam).

BOTT H/W: 1. Dennis Smith (Duc); 2. Mick Ofield (Duc); 3. Larry Schnur (Duc); 4. Jerry Jirkovsky (Kaw); 5. Bill Fennessy (Yam).

BOTT L/W: 1. Richard Munn (Suz); 2. Stephen Lilliott (Hon); 3. Chris Woelker Sr. (Hon); 4. Brian Pochlitzer (Hon); 5. David Diaz (Suz).

500 SGL: 1. Kevin Johnson (Hon); 2. Mark Jarel (Hon); 3. Archie Slaven (Yam); 4. Danny Farnsworth (Yam); 5. Klaus Reitter (Hon).

600 SGL: 1. Stuart Knigge (Yam); 2. Andrew Sharpe (Yam); 3. Steve Hill (Yam); 4. Mike Franklin (Yam); 5. David DeLeon (Yam).

F-SGL: 1. Jody Hendley (Duc); 3. Glenn Tanner (Hus); 3. Marc Field (W-R); 4. Stuart Knigge (Yam); 5. Kevin Johnson (Hon).

VINT: 1. Dave Gardner (Yam); 2. Craig Beecher (Yam); 3. Sean Robbins (Yam); 4. Kevin Johnson (Hon); 5. Thomas Tohal (Suz).

SDCAR: 1. Tom Dillman (Kaw); 2. Gary Helms (Kaw); 3. Rick Murray (Kaw); 4. Kelly Bell (Suz); 5. Ken MacNeill (Kaw).

500 NOV: 1. Jeffrey Calabrese (Yam); 2. Rick Gause (Yam); 3. Mike Voelker (Hon); 4. Reinaldo Ellin (Hon); 5. Vince Duran (Hon).

650 NOV: 1. Amir Avneri (Yam); 2. Luis Zapata (Hon); 3. Todd Joyce (Hon); 4. Rebecca Corral (Hon); 5. Roger Sgarbossa (Yam).

OPEN NOV: 1. Paul Mumford (Kaw); 2. Troy Maturo (Hon); 3. Jimmy Hickerson (Suz); 4. Maklyn Pena (Suz); 5. Roger Baker (Suz).

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VIDEO THEATER

■ MOTOCROSS ■■■

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#150E) 1994 Gainesville AMA National MX
Round #1 of 250cc action from the sandy Gatorback Cycle Park track. 47 minutes from Motovideo.

(#151E) 1994 Sacramento AMA National MX
Round #2 of 250cc action from the 26th Annual Dirt Diggers M.C. Hangtown Motocross Classic. 47 minutes from Motovideo.

(#152E) 1994 Budd's Creek AMA National MX
Round #3 of 250cc action from Maryland's Budd's Creek MX Park. 47 minutes from Motovideo.

(#153E) 1994 Mt. Morris AMA National MX
Round #4 of 250cc action from the 18th annual High Point National MX in Mt. Morris, Pennsylvania. 47 minutes from Motovideo.

(#154E) 1994 Southwick AMA National MX
Round #5 of 250cc action from the sandy Motocross 338 track in Southwick, Massachusetts. 47 minutes from Motovideo.

(#155E) 1994 Buchanan AMA National MX
Round #6 of 250cc action from the hilly Red Bud Track 'n' Trail in southern Michigan. 47 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

■ SUPERCROSS ■■■

(#301E) 1994 Orlando Supercross
Round #1 of 125cc and 250cc action from the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo.

(#302E) 1994 Houston Supercross
Round #2 of 125cc and 250cc action from the Astrodome in Houston, Texas. 47 minutes from Motovideo.

(#303E) 1994 Anaheim Supercross
Round #3 of 125cc and 250cc action from Angels Stadium in Anaheim, California. 47 minutes from Motovideo.

(#304E) 1994 San Diego Supercross
Round #4 of 125cc and 250cc action from Jack Murphy Stadium in San Diego, California. 47 minutes from Motovideo.

(#305E) 1994 Tampa Supercross
Round #5 of 125cc and 250cc action from the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo.

(#306E) 1994 Atlanta Supercross
Round #6 of 125cc and 250cc action from the Georgia Dome in Atlanta, Georgia. 47 minutes from Motovideo.

(#307E) 1994 Indianapolis Supercross
Round #8 of 125cc and 250cc action from the Hoosier Dome in Indianapolis, Indiana. 47 minutes from Motovideo.

(#308E) 1994 Charlotte Supercross
Round #9 of 125cc and 250cc action from Memorial Stadium in Charlotte, North Carolina. 47 minutes from Motovideo.

(#309E) 1994 Pontiac Supercross
Round #10 of 125cc and 250cc action from the Silver Dome in Pontiac, Michigan. 47 minutes from Motovideo.

(#310E) 1994 Minneapolis Supercross
Round #11 of 125cc and 250cc action from the Metrodome in Minneapolis, Minnesota. 47 minutes from Motovideo.

(#311E) 1994 Dallas Supercross
Round #12 of 125cc and 250cc action from Texas Stadium in Irving, Texas. 47 minutes from Motovideo.

(#312E) 1994 Seattle Supercross
Round #13 of 125cc and 250cc action from the Kingdome in Seattle, Washington. 47 minutes from Motovideo.

(#313E) 1994 San Jose Supercross
Round #14 of 125cc and 250cc action from Spartan Stadium in San Jose, California. 47 minutes from Motovideo.

(#314E) 1994 Las Vegas Supercross
Final Round #15 of 125cc and 250cc action from Sam Boyd Silver Bowl in Las Vegas, Nevada. 47 minutes from Motovideo.

(#325) Throttle for the Gold
The story of the 1990 Supercross Series: racing full throttle, crisscrossing the USA, Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo.

■ TOURING & ROAD RIDING ■■■

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

■ ROAD RACING ■■■

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#401A) '94 British World Superbike
Scott Russell, Carl Fogarty, Doug Polen and Troy Corser go head to head at the opening round of the '94 WSB Series at Donington Park. 47 minutes from Motovideo.

(#402A) '94 German World Superbike
Muzzy Kawasaki's Scott Russell shows impressive form in defending his WSB title in the second round of the series on the legendary Hockenheimring circuit. 47 minutes from Motovideo.

(#403A) '94 Italian World Superbike
Italian pride meets world-class talent as the factory Ducati riders mix it up with Muzzy Kawasaki's Scott Russell and Castrol Honda's Aaron Slight. The 3rd round of the series at Misano on a scorching-hot weekend was loaded with surprises, including mechanical failures, crashes and controversy over legality of top riders' race fuel. 47 minutes from Motovideo.

(# 404A) '94 Spanish World Superbike
Round #4 of the WSB series from Albacete, Spain. Scott Russell crashes in both legs, while Carl Fogarty capitalizes with two race wins for Ducati. 47 minutes from Motovideo.

(#405A) '94 Austrian World Superbike
Round #5 of the WSB series from the wide-open Osterreichring circuit in the Austrian Alps. Fogarty assumes the points lead for Ducati, Scott Russell has another off day, and Doug Polen puts the Honda RC45 on the podium. 47 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the America's Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

(#251) '94 Phoenix AMA National Road Race
Ferracci Ducati's Troy Corser established his dominance over the Superbike field at Phoenix on a track he had never before seen. Additional classes covered include 250GP, 600 SuperSport, 750 SuperSport, H-D Twinsports and more. Two 47-minute tape package (94 minutes total) from Motovideo.

(#252) '94 Pomona AMA National Road Race
After much protest & controversy, Troy Corser, Colin Edwards II, Takahiro Sohwa, and Jamie James got down to racing at the Pomona Fairplex facility. Second video covers highlights of action from 250GP, 600 SuperSport, 750 SuperSport, H-D Twinsports and EBC Challenge races. Two 47-minute tape package (94 minutes total) from Motovideo.

(#253) '94 Laguna Seca AMA Nat'l Road Race
Round #4 of the series from Monterey, California. Pascal Picotte steps into the limelight for his first Superbike win on the Ducati. Support classes include wins by Rich Oliver in 250GP, Mike Smith in 600 Supersport, and Shawn Higbee in TwinSports. Two 47-minute tape package (94 minutes total) from Motovideo.

(#254) '94 Road America AMA Nat'l RR
Round #5 of the series from Elkhart Lake, Wisconsin. Three different brands of Superbikes cross the finish line for the win - within 1 second. Three brands of 250cc GP bikes topped the podium at this event, too. Wide-open racing in every class. Two 47-minute tape package (Superbikes/Support Classes), 94 minutes total from Motovideo.

(#255) '94 Mid-Ohio AMA National Road Race
Round #7 of the series from Lexington, Ohio. New faces at the front of the pack created a lot of excitement in the Superbike class at Mid-Ohio. Miguel DuHamel put the Harley-Davidson in the lead for a while; at the finish, Vance & Hines Yamaha teammates James and Edwards dueled for the win. James also turned up to dice with Mike Smith throughout the 600 Supersports class for the win. Two 47-minute tape package (Superbikes/Support Classes), 94 minutes total from Motovideo.

(#256) '94 Brainerd AMA National Road Race
Colin Edwards wins one of the most exciting AMA Superbike races in history. DuHamel leads on the H-D VR1000 for several laps. Bonus tape includes 250GP, 600 Supersport, Harley TwinSports and EBC Challenge. Two 47-minute tape package (94 minutes total) from Motovideo.

(#257) '94 Sears Point AMA National Road Race
The Superbike points race tightened up as Troy Corser crashed the Ducati; Vance & Hines' Colin Edwards swooped to the day's win while teammate Jamie James inherited the series lead. Bonus tape includes action from all the support classes, as the points races tightened up in 600 Supersport and H-D Twinsports. Two 47-minute tape package (94 minutes total) from Motovideo.

(#258) '94 Road Atlanta AMA National Road Race
It all came down to the wire in a suspenseful finish to the '94 AMA Superbike title at Road Atlanta. Titles were decided in support classes, as well. Two 47-minute tape package (94 minutes total) from Motovideo.

■ SPEEDWAY ■■■

(#45C) 1993 US Speedway Nat'l C'Ship
America's top riders go head to head to see who will wear #1 in 1994. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet at Tucson, Arizona to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

■ DIRT TRACK ■■■

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

■ VINTAGE ■■■

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA.

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Duke Video USA.

(#116) Racing into History
Four famous British circuits & legendary heroes: John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year-old Hailwood; 17 brands of bikes race at Oulton; and the '58 Isle of Man TT. 55 minutes from Duke Video USA.

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster; also Americans like Eddie Mulder and Gary Conrad.

Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Features Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, and Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

■ ENDURO & DUAL SPORT ■■■

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video.

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions.

(#211) 1994 Cycle News/Loretta Lynn Dual Sport Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions.

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions.

■ INSTRUCTIONAL & TECHNICAL ■■■

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, to make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#18) "Showtime" Jeremy McGrath
It's America's supercross sensation, Jeremy McGrath, in his all-new whirlwind video. Highlights Jeremy's record-breaking '93 season and gives you the inside scoop on Jeremy at practice and play in Southern California. If you're a big Jeremy McGrath fan, you'll have to own this up close and personal documentary. 90 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video.

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video.

(#24) The Basics #1/Motorcycle Maintenance
Basic maintenance knowledge specifically for H-D motorcycles; applicable to most any brand. Includes information on spark plugs, identifying parts, charging systems, the drive chain and primary chain adjustment, bleeding your brakes and more. 60 minutes from Video Manuals.

(#25A) Big Twin Evo
How to do your own basic maintenance and tuning of your Harley-Davidson Big Twin Evolution model motor. Part of the "Chrome Don't Getcha Home" Video Series. 70 minutes from Video Manuals.

(#100) Rick Johnson's "Motovation"
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#135A) Street Smarts II
Picks up where Volume 1 left off, and continues to give you useable street riding techniques and information from well-known riders such as Wes Cooley, Chuck Graves, David Emde, Cal Rayborn III and others who show you more safety techniques you can apply to your street riding. Also features new on-track race footage and on-bike sequences shot on the mean streets of Los Angeles. 45 minutes from Street Smarts Video.

(#135B) Street Smarts III: Danger Zones
"Danger Zones" takes a look at street riding tactics and some of the situations you may encounter on the street, so that when and if they occur, you already have a plan of what you might do to avoid an accident. This video will make you think before you are put on the spot. Contains on-bike footage, computer animation and interviews. 37 minutes from Street Smarts Video.

■ DRAG RACING ■■■

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

■ CRASHES ■■■

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147A) Bonzai Blackwater
"High Muddy Water" - the sequel to "Mud Wars" -features the latest footage from Blackwater '93 with the most current, thrilling, and spine tingling view of the insanity of this famous motorcycle and ATV extravaganza. 55 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video.

■ MOVIES ■■■

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

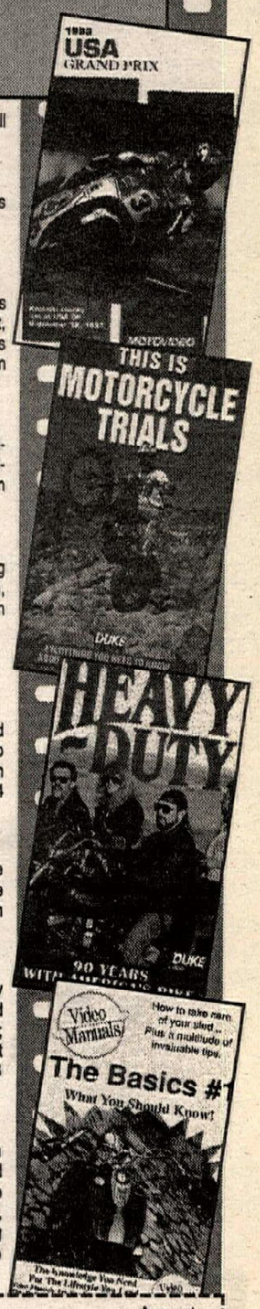
(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA.

What's New?...

- ★ 1994 Brainerd AMA National Road Race
- ★ 1994 Sears Point AMA National Road Race
- ★ 1994 Road Atlanta AMA National Road Race
- ★ 1994 Orlando Supercross
- ★ 1994 Houston Supercross
- ★ 1994 Anaheim Supercross
- ★ 1994 San Diego Supercross
- ★ 1994 Tampa Supercross
- ★ 1994 Atlanta Supercross
- ★ 1994 Indianapolis Supercross
- ★ 1994 Charlotte Supercross
- ★ 1994 Pontiac Supercross
- ★ 1994 Minneapolis Supercross
- ★ 1994 Dallas Supercross
- ★ 1994 Seattle Supercross
- ★ 1994 San Jose Supercross
- ★ 1994 Las Vegas Supercross



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___	#81 B '91 Laguna Seca USGP @ 14.95	_____
___	#81 D '93 Laguna Seca USGP @ 14.95	_____
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___	#139 The Wild One @ 37.95	_____
___	#140 On Any Sunday @ 44.95	_____
___	#141 '67 Hare & Hound C'Ship @ 34.95	_____
___	#142 '67 Hopetown 500 MX @ 34.95	_____
___	#143 '67 Hopetown 250 MX @ 34.95	_____
___	#144 '68 Baja 1000 @ 34.95	_____
___	#145 '70 Ascot 100-Lap T.T. @ 34.95	_____
___	#147A Bonzai Blackwater @ 24.95	_____
___	#148 '91 500 USGP MX @ 24.95	_____
___	#150E '94 Gainesville AMA Nat'l MX @ 24.95	_____
___	#151E '94 Sacramento AMA Nat'l MX @ 24.95	_____
___	#152E '94 Budd's Creek AMA Nat'l MX @ 24.95	_____
___	#153E '94 Mt. Morris AMA Nat'l MX @ 24.95	_____
___	#154E '94 Southwick AMA Nat'l MX @ 24.95	_____
___	#155E '94 Buchanan AMA Nat'l MX @ 24.95	_____
___	#162 '90 AMA Nat'l MX Season Rev. @ 34.95	_____
___	#162B '91 AMA Nat'l MX Review @ 42.95	_____
___	#162C '92 AMA Nat'l MX Review @ 34.95	_____
___	#162D '93 AMA Nat'l MX Review @ 24.95	_____
___	#176 Crash Impact @ 33.95	_____
___	#179A Bike Wars @ 29.95	_____
___	#180 #1 and Proud of It! @ 34.95	_____
___	#181 Heavy Duty: 90 Years w/H-D @ 32.95	_____
___	#190 '93 LA to Barstow to Vegas @ 34.95	_____
___	#210 '93 Colorado 500 @ 29.95	_____
___	#211 '94 CN/Loretta Lynn DS Ride @ 29.95	_____
___	#212 Trails of Colorado MC Guide @ 29.95	_____
___	#251 '94 Phoenix AMA Nat'l. RR @ 29.95	_____
___	#252 '94 Pomona AMA Nat'l. RR @ 29.95	_____
___	#253 '94 Laguna Seca AMA Nat'l. RR @ 29.95	_____
___	#254 '94 Road America AMA Nat'l. RR @ 29.95	_____
___	#255 '94 Mid-Ohio AMA Nat'l. RR @ 29.95	_____
___	#256 '94 Brainerd AMA Nat'l. RR @ 29.95	_____
___	#257 '94 Sears Point AMA Nat'l. RR @ 29.95	_____
___	#258 '94 Road Atlanta AMA Nat'l. RR @ 29.95	_____
___	#325 Throttle for the Gold @ 24.95	_____
___	#301E '94 Orlando Supercross @ 24.95	_____
___	#302E '94 Houston Supercross @ 24.95	_____
___	#303E '94 Anaheim Supercross @ 24.95	_____
___	#304E '94 San Diego Supercross @ 24.95	_____
___	#305E '94 Tampa Supercross @ 24.95	_____
___	#306E '94 Atlanta Supercross @ 24.95	_____
___	#307E '94 Indianapolis Supercross @ 24.95	_____
___	#308E '94 Charlotte Supercross @ 24.95	_____
___	#309E '94 Pontiac Supercross @ 24.95	_____
___	#310E '94 Minneapolis Supercross @ 24.95	_____
___	#311E '94 Dallas Supercross @ 24.95	_____
___	#312E '94 Seattle Supercross @ 24.95	_____
___	#313E '94 San Jose Supercross @ 24.95	_____
___	#314E '94 Las Vegas Supercross @ 24.95	_____
___	#325A Flight to the Finish @ 24.95	_____
___	#325B Airtime-Thrills of Supercross @ 24.95	_____
___	#325C All Crossed Up @ 24.95	_____
___	#401A '94 British World Superbike @ 24.95	_____
___	#402A '94 German World Superbike @ 24.95	_____
___	#403A '94 Italian World Superbike @ 24.95	_____
___	#404A '94 Spanish World Superbike @ 24.95	_____
___	#405A '94 Austrian World Superbike @ 24.95	_____
___	#410 '90 World S/ B Season Review @ 34.95	_____
	Subtotal	_____
	CA Residents add $7\frac{1}{4}$% Sales Tax	
	LA County add $8\frac{1}{4}$% Sales Tax	_____
	(Outside the continental United States add $10.00 **per tape** additional shipping costs)	_____
	U.S. Shipping & Handling Free **Total**	_____

LEADERBOARD

1994 Championship point standings

ALEX CRIVILLE

ROAD RACING

500cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Michael Doohan (Hon), AUSTRALIA	(317/9 wins)
2. Luca Cadalora (Yam), ITALY	(174/2 wins)
3. John Kocinski (Cag), MODESTO, CA	(172/1 win)
4. Kevin Schwantz (Suz), AUSTIN, TX	(169/2 wins)
5. Alberto Puig (Hon), SPAIN	(152)
6. Alex Criville (Hon), SPAIN	(144)
7. Shinichi Itoh (Hon), JAPAN	(141)
8. Alex Barros (Suz), BRAZIL	(134)
9. Doug Chandler (Cag), SALINAS, CA	(96)
10. Niall Mackenzie (Yam), SCOTLAND	(69)

250cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Max Biaggi (Apr), ITALY	(234/5 wins)
2. Tadayuki Okada (Hon), JAPAN	(214/2 wins)
3. Loris Capirossi (Hon), ITALY	(199/4 wins)
4. Doriano Romboni (Hon), ITALY	(170/1 win)
5. Ralf Waldmann (Hon), GERMANY	(156)
6. J.P. Ruggia (Apr), FRANCE	(149/1 win)
7. Tetsuya Harada (Yam), JAPAN	(109)
8. Jean-Michel Bayle (Apr), FRANCE	(105)
9. Luis d'Antin (Hon), SPAIN	(100)
10. Nobuatsu Aoki (Hon), JAPAN	(95)

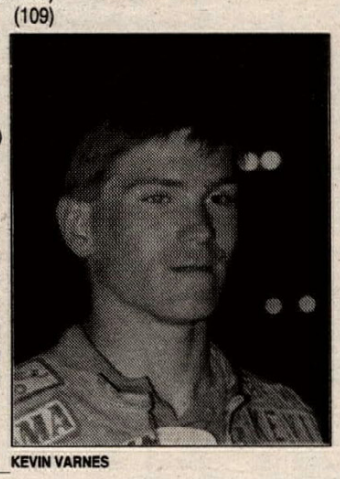
125cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Kazuto Sakata (Apr), JAPAN	(224/3 wins)
2. Noboru Ueda (Hon), JAPAN	(194/3 wins)
3. Takeshi Tsujimura (Hon), JAPAN	(190/4 wins)
4. Dirk Raudies (Hon), GERMANY	(162/3 wins)
5. Peter Oettl (Hon), GERMANY	(160)
6. Jorge Martinez (Yam), SPAIN	(135/1 win)
7. Stefano Perugini (Apr), ITALY	(106)
8. Masaki Tokudome (Hon), JAPAN	(87)
9. Oliver Petrucciani (Apr), ITALY	(74)
10. Herri Torrontegui (Apr), SPAIN	(73)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 22 of 22 rounds)

1.Scott Parker (H-D), SWARTZ CREEK, MI	(292/8 wins)
2. Chris Carr (H-D), VALLEY SPRINGS, CA	(289/5 wins)
3. Steve Morehead (H-D), FINDLAY, OH	(232/3 wins)
4. Will Davis (Hon), GOLDSHBORO, NC	(175/2 wins)
5. Rodney Farris (H-D), WINCHESTER, VA	(164)
6. Ronnie Jones (Hon), OKLAHOMA CITY, OK	(135/1 win)
7. Aaron Hill (H-D), STOCKTON, CA	(115)
8. Kevin Atherton (H-D), WHITE PIGEON, MI	(105)
9. Brett Landes (Hon), LOS GATOS, CA	(87)
10. Dave Camlin (H-D), ROCK ISLAND, IL	(81/1 win)


KEVIN VARNES

AMA/HARLEY-DAVIDSON 883 NATIONAL CHAMPIONSHIP SERIES
(After 15 of 15 rounds)

1. Scott Stump, MARION, OH	(173/5 wins)
2. Jay Springsteen, LAPEER, MI	(135/2 wins)
3. Jason Fletcher, GAYLORSVILLE, CT	(125/1 win)
4. James Hart, CENTRALIA, IL	(118)
5. Matt Wait, MODESTO, CA	(111)
6. Doug Beattie, CANADA	(87/1 win)
7. Georgie Price, SICKLERVILLE, NJ	(84/1 win)
8. Steve Aseltine, PALMER LAKE, CO	(78/1 win)
9. Ben Bostrum, BRISBANE, CA	(71)
10. Tommy Colson, BELOIT, WI	(57)

WORLD SUPERBIKE CHAMPIONSHIP (After 11 of 11 rds.)

1. Carl Fogarty (Duc), ENGLAND	(305/10 wins)
2. Scott Russell (Kaw), ATLANTA, GA	(280/9 wins)
3. Aaron Slight (Hon), NEW ZEALAND	(277)
4. Doug Polen (Hon), DENTON, TX	(158)
5. Simon Crafar (Hon), NEW ZEALAND	(153)
6. Andreas Meklau (Duc), AUSTRIA	(148)
7. Jamie Whitham (Duc), ENGLAND	(126/1 win)
8. Piergiorgio Bontempi (Kaw), ITALY	(116)
9. Fabrizio Pirovano (Duc), ITALY	(111)
10. Terry Rymer (Kaw), ENGLAND	(106)

AMA U.S. SUPERBIKE NAT'L C'SHIP (After 10 of 10 rounds)

1. Troy Corser (Duc), AUSTRALIA	(273/3 wins)
2. Jamie James (Yam), ASHEVILLE, NC	(272)
3. Takahiro Sohwa (Kaw), JAPAN	(251)
4. Pascal Picotte (Duc), CANADA	(245/2 wins)
5. Colin Edwards II (Yam), CONROE, TX	(239/3 wins)
6. Steve Crevier (Kaw), CANADA	(235)
7. Dale Quarterley (Kaw), WESTFIELD, MA	(219)
8. Mike Smith (Hon), ROSWELL, GA	(181)
9. Thomas Stevens (Suz), SANIBEL ISLAND, FL	(166)
10. Fred Merkel (Kaw), STOCKTON, CA	(152)

AMA 250cc GRAND PRIX SERIES (After 10 of 10 rounds)

1. Rich Oliver (Yam), FRESNO, CA	(321/8 wins)
2. Chuck Sorensen (Yam), LIVERMORE, CA	(257/1 win)
3. Nick Ienatsch (Yam), LOS ANGELES, CA	(251)
4. Al Salaverria (Yam), SAN FRANCISO, CA	(239)
5. Danny Walker (Yam), DENVER, CO	(216)
6. Chris D'Aluisio (Apr), BETHEL, CT	(194)
7. Mike Sullivan (Yam), CENTRALIA, WA	(193)
8. Jason Paden (Yam), VALLEJO, CA	(181)
9. Christopher Rankin (Yam), AUSTIN, TX	(174)
10. Jon Cornwell (Yam), CANADA	(159)

AMA/CCS 600cc SUPERSPORT SERIES (After 10 of 10 mds)

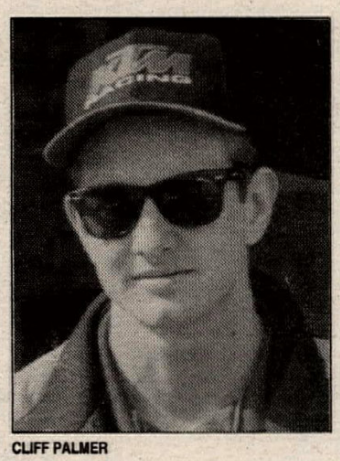
1. Jamie James (Yam), ASHEVILLE, NC	(315/4 wins)
2. Mike Smith (Hon), ROSWELL, GA	(297/6 wins)
3. Steve Crevier (Kaw), CANADA	(287)
4. Mike Hale (Hon), CARROLLTON, TX	(262)
5. Gerald Rothman Jr. (Kaw), MANCHESTER, CT	(234)
6. Jason Pridmore (Yam), VENTURA, CA	(216)
7. Robert Wright (Hon), SANDY, UT	(165)
8. Randy Renfrow (Hon), FREDRICKSBURG, VA	(159)
9. Owen Weichel (Yam), CANADA	(148)
10. Jamie Bowman (Hon), TEQUESTA, FL	(143)

AMA/CCS 750cc SUPERSPORT SERIES (After 10 of 10 mds)

1. Tom Kipp (Suz), MENTOR, OH	(308/5 wins)
2. Britt Turkington (Suz), MCCALLEN, TX	(284/2 wins)
3. Jason Pridmore (Yam), VENTURA, CA	(264)
4. James Randolph (Suz), SANTA ROSA, CA	(256/1 win)
5. Gerald Rothman, Jr. (Kaw), MANCHESTER, CT	(236/1 win)
6. Aaron Yates (Suz), MILLEDGEVILLE, GA	(206)
7. Thomas Wilson (Yam), OREGON, OH	(203)
8. Fred Merkel (Kaw), STOCKTON, CA	(189/1 win)
9. Dean Mizdal (Yam), ARLINGTON HEIGHTS, IL	(156)
10. Anthony Lupo (Suz), SAN RAFAEL, CA	(131)

AMA/CCS H-D TWIN SPORT SERIES (After 10 of 10 rounds)

1. Shawn Higbee (H-D), JAMESTOWN, NY	(304/4 wins)
2. Scott Zampach (H-D), MILWAUKEE, WI	(283/3 wins)
3. Billy Graef (H-D), SHEBOYGAN, WI	(260)
4. Ronald McGill (H-D), DEVON, PA	(227)
5. Shawn McNary (H-D), CLEARWATER, FL	(218)
6. Matt Wait (H-D), MODESTO, CA	(205)
7. Aaron Yates (H-D), MILLEDGEVILLE, GA	(204/3 wins)
8. Chuck Blackmon (H-D), GREENWOOD, SC	(203)
9. Brian Kohl (H-D), STRASBURG, OH	(202)
10. Andy Fenwick (H-D), NEENHAH, WI	(169)


CLIFF PALMER

MOTOCROSS

AMA/CAMEL 250cc SX SERIES (After 15 of 15 rounds)

1. Jeremy McGrath (Hon), MURRIETA, CA	(335/9 wins)
2. Mike LaRocco (Kaw), SOUTH BEND, IN	(287/3 wins)
3. Mike Kiedrowski (Kaw), CANYON COUNTRY, CA	(271/2 wins)
4. Jeff Emig (Yam), RIVERSIDE, CA	(224)
5. Steve Lamson (Hon), POLLACK PINES, CA	(214)
6. Jeff Stanton (Hon), SHERWOOD, MI	(208)
7. Doug Henry (Hon), OXFORD, CT	(203)
8. Larry Ward (Yam), FLORENCE, SC	(200)
9. Brian Swink (Suz), REDDICK, FL	(182)
10. Michael Craig (Yam), LAKESIDE, CA	(176/1 win)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds)

1. Damon Huffman (Suz), SAUGUS, CA	(176/2 wins)
2. Pedro Gonzalez (Kaw), LOS ANGELES, CA	(134/1 win)
3. Craig Decker (Hon), PALM DESERT, CA	(134)
4. Ryan Hughes (Kaw), ESCONDIDO, CA	(117/3 wins)
5. David Pingree (Hon), SCOTTSDALE, AZ	(72)
6. James Dobb (Kaw), CORONA, CA	(70)
7. Tony Graves (Hon), CRESWELL, OR	(58)
8. Cory Keeney (Kaw), POMONA, CA	(54)
9. Travis Hodges (Kaw), LAS CRUCES, NM	(46)
10. Jefferey Pestana (Hon), MONTEREY, CA	(45)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 10 of 10 rounds)

1. Ezra Lusk (Suz), BAINBRIDGE, GA	(231/5 wins)
2. Jimmy Button (Suz), CORNING, NY	(219/3 wins)
3. Tim Ferry (Hon), W. PALM BEACH, FL	(176)
4. Mike Brown (Hon), GRAY, TN	(155/1 win)
5. Chad Pederson (Yam), FORT DODGE, IA	(145)
6. Robbie Reynard (Kaw), MOORE, OK	(119)
7. John Dowd (Yam), CHICOPEE, MA	(111)
8. Barry Carsten (Suz), BAYVILLE, NJ	(81)
9. Davey Yezek (Hon), MT. PLEASANT, PA	(74)
Jeff Dement (Yam), HUMBLE, TX	(74)

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES
(After 12 of 12 rounds)

1. Mike LaRocco (Kaw), SOUTH BEND, IN	(552/7 wins)
2. John Dowd (Yam), CHICOPEE, MA	(402/2 wins)
3. Jeremy McGrath (Hon), MURIETTA, CA	(393)
4. Mike Kiedrowski (Kaw), ACTON, CA	(305/3 wins)
5. Brian Swink (Suz), REDDICK, FL	(299)
6. Jeff Stanton (Hon), SHERWOOD, MI	(296)
7. Kyle Lewis (Yam), ROSAMOND, CA	(292)
8. Jimmy Button (Suz), CORNING, NY	(282)
9. Larry Ward (Yam), FLORENCE, SC	(260)
10. Larry Brooks (Yam), EL CAJON, CA	(210)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES
(After 12 of 12 rounds)

1. Doug Henry (Hon), OXFORD, CT	(463/3 wins)
2. Steve Lamson (Hon), POLLOCK PINES, CA	(442/2 wins)
3. Ryan Hughes (Kaw), ESCONDIDO, CA	(435/2 wins)
4. Damon Huffman (Suz), SAUGUS, CA	(412/2 wins)
5. Jeff Emig (Suz), RIVERSIDE, CA	(368/2 wins)
6. James Dobb (Kaw), CORONA, CA	(315)
7. Robbie Reynard (Kaw), MOORE, OK	(272/1 win)
8. Tim Ferry (Hon), WEST PALM BEACH, FL	(253)
9. Denny Stephenson (Suz), LINCOLN, NE	(229)
10. Craig Decker (Hon), PALM DESERT, CA	(226)

WORLD CHAMPIONSHIP 125cc MX SERIES
(After 11 of 11 rounds)

1. Bob Moore (Yam), COSTA MESA, CA	(264/6 wins)
2. Alessio Chiodi (Hon), ITALY	(316/3 wins)
3. Pedro Tragter (Suz), HOLLAND	(264)
4. Dave Strijbos (Suz), HOLLAND	(199/1 win)
5. Peter Beirer (Suz), GERMANY	(181)
6. Mickael Pichon (Hon), FRANCE	(169/1 win)
7. Frederic Vialle(Kaw), FRANCE	(163)
8. Mauro Dal'Lago (Suz), ITALY	(144)
9. Bader Manneh (Suz), SAN DIEGO, CA	(137)
10. Massimo Bartolini (TM), ITALY	(121)

WORLD CHAMPIONSHIP 250cc MX SERIES
(After 15 of 15 rounds)

1. Greg Albertyn (Suz), SOUTH AFRICA	(403/2 wins)
2. Stefan Everts (Kaw), BELGIUM	(392/5 wins)
3. Yves Demaria (Hon), FRANCE	(267/6 wins)
4. Marnicq Bervoets (Suz), BELGIUM	(310)
5. Kurt Nicoll (Hon), GREAT BRITAIN	(289/1 win)
6. Werner DeWit (Suz), BELGIUM	(208)
7. Donny Schmit (Yam), RAMSEY, MN	(204/1 win)
8. Tallon Vohland (Hon), SACRAMENTO, CA	(199)
9. Frederic Bolley (Yam), FRANCE	(145)
10. Trampas Parker (KTM), SHREVEPORT, LA	(142)

WORLD CHAMPIONSHIP 500cc MX SERIES
(After 12 of 12 rounds)

1. Marcus Hansson (Hon), SWEDEN	(328/4 wins)
2. Jacky Martens (Hus), BELGIUM	(321/3 wins)
3. Joel Smets (Ver), BELGIUM	(299/2 wins)
4. Gert Jan Van Doorn (Hon), HOLLAND	(177/1 win)
5. Billy Liles (Hon), ATLANTA, GA	(161/1 win)
6. Ronny Weustenraed (Hon), BELGIUM	(160)
7. Danny Theybers (Hon), BELGIUM	(139)
8. Mervyn Anstie (Hon), GREAT BRITAIN	(135/1 win)
9. Peter Dirkx (Hon), GERMANY	(131)
10. Franco Rossi (Hon), ITALY	(93)

OFF-ROAD

DAN RICHARDSON

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 7 of 9 rounds - best 7 finishes count toward c'ship)

1. Rodney Smith (Suz), OAKLEY, CA	(178/3 wins)
2. Thomas Norton (Kaw), NORFOLK, MA	(142)
3. Scott Summers (Hon), PETERSBURG, KY	(97/1 win)
4. Eric Mashbir (Hus), OAKLAND, CA	(81)
5. Scott Plessinger (KTM), HAMILTON, OH	(71/1 win)
6. Jason Dahners (Hon), REDMOND, WA	(64)
7. Randy Hawkins (Suz), TRAVELER'S REST, SC	(46/1 win)
8. Ron Naylor (ATK), REDDING, CA	(39)
9. Leigh Letellier (KTM), KANSAS CITY, KS	(35)
10. Patrick Garrahan (Kaw), BOULDER CREEK, CA	(35)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 8 of 9 rounds - best 7 finishes count toward c'ship)

1. Steve Hatch (Suz), ITHACA, NY	(196/3 wins)
2. Kevin Hines (CRE), WESTON, MA	(179/3 wins)
3. Randy Hawkins (Suz), TRAVELERS REST, SC	(154/1 win)
4. Jeff Russell (KTM), MORGANTOWN, WV	(115)
5. Kelby Pepper (Kaw), CENTER, CO	(108)
6. Matt Stavish (KTM), SLAINE, MN	(78)
7.Terry Cunningham (Yam), ATHENS, OH	(74)
8. Ty Davis (Kaw), HESPERIA, CA	(67/1 win)
9. Alan Randt (KTM), LANSING, MI	(66)
10. Danny Hamel (Kaw), BOULDER CITY, NV	(50)

AMA NATIONAL CHAMPIONSHIP OBSERVED TRIALS SERIES
(After 8 of 8 rounds)

1. Geoff Aaron (Bet), WEST REDDING, CT	(241/4)
2. Ryan Young (G-G), WILLIAMSPORT, PA	(223/4)
3. Raymond Peters (Apr), BEAVER DAMS, NY	(172)
4. Jess Kempkes (G-G), LINCOLN, NE	(160)
5. Lonny Hallsted, TIGARD, OR	(139/1)
6. Matthew Moore, SAPULPA, OK	(125)
7. Ronald Commo Jr. (Bet), VERGENNES, VT	(93)
8. John Clark (Mon), HUNTSVILLE, AL	(91)
9. Brian Nagengast (Bet), E. BERNE, NY	(86)
10. Olivier Clamagirand (Fan), WHITTIER, CA	(86)

AMA NATIONAL C'SHIP RELIABILITY ENDURO SERIES
(After 8 of 8 rounds)

1. Rodney Smith (Suz), OAKLEY, CA	(166/4 wins)
2. Randy Hawkins (Suz), TRAVELERS REST, SC	(136/2 wins)
3. Ty Davis (Kaw), HESPERIA, CA	(94/1 win)
4. Danny Hamel (Kaw), BOULDER CITY, NV	(91/1 win)
5. David Rhodes (Kaw), RENTON, WA	(78)
6. Fred Hoess (Hus), STANHOPE, NJ	(67)
7. Davide Trolli (Kaw), HESPERIA, CA	(65)
8. Chris Smith (Hon), STANHOPE, NJ	(60)
9. Guy Cooper (Suz), STILLWATER, OK	(56)
10. Duane Conner (Yam), WASHINGTON, PA	(51)

AMA NATIONAL C'SHIP HARE & HOUND SERIES
(After 5 of 6 rounds - best 4 finishes count toward c'ship)

1. Danny Hamel (Kaw), BOULDER CITY, NV	(120/4 wins)
2. Ty Davis (Kaw), HESPERIA, CA	(117/1 win)
3. Dan Richardson (Hon), HUNTINGTON BEACH, CA	(104)
4. Greg Zitterkopf (KTM), CHINO, CA	(71)
5. Destry Abbott (KTM), GLENDALE, AZ	(57)
6. David Ondas (Kaw), HUNTINGTON BEACH, CA	(50)
7. Jeff Capt (Hon), GLENDORA, CA	(46)
8. Davide Trolli (Kaw), HESPERIA, CA	(45)
9. Todd Hoy (KTM), RANCHO PALOS VERDES, CA	(39)
10. James Gray (KTM), GUNNISON, CO	(34)

GRAND NATIONAL CROSS COUNTRY C'SHIP SERIES
(After 9 of 12 rounds - best 9 finishes count toward c'ship)

1. Fred Andrews (Yam), SALEM, OH	(158)
2. Scott Plessinger (KTM), HAMILTON, OH	(148)
3. Thomas Norton (Kaw), NORFOLK, MA	(138)
4. Scott Summers (Hon), PETERSBURG, KY	(115)
5. Gene O'Nail (Kaw)	(109)
6. Tom Carson (Hon)	(87)
7. Tim Shephard (Yam), HAMILTON, OH	(85)
8. Scott Phelps, (Yam), PETERSBURG, KY	(82)
9. Doug Blackwell (Kaw), WASHINGTON, WV	(76)
10. Duane Conner (Hus)	(53)

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
3/26/95 Eastern Creek, Australia, Rnd 1
4/2 Shah Alam, Malaysia, Rnd 2
4/23 Suzuka, Japan, Rnd 3
5/7 Jerez, Spain, Rnd 4
6/11 Mugello, Italy, Rnd 5
6/24 Assen, Netherlands, Rnd 6
7/9 Le Mans, France, Rnd 7
7/23 Donington Park, Eng., Rnd 8
8/6 TBA, United States, Rnd 9
8/20 Brno, Czech. Republic, Rnd 10
9/17 TBA, Rnd 11
9/24 Buenos Aires, Argentina, Rnd 12
10/8 TBA, Europe, Rnd 13

World Championship Superbike Road Race Series
11/6 Buenos Aires, Arg., Rnd 13

World Championship Supercross Series
12/2-3 Geneva, Switzerland, Rnd 4

C'ship Cup Pro-Am Series
Florida Region
12/11 Palm Beach Gardens, FL
Southwest Region
12/3-4 Chandler, AZ
Info 704/684-4297

AMA National Championship Hare Scrambles Series
11/6 Lynneville, IN, Rnd 9
Info 614/891-2425

AMA National Championship Hare & Hound Series
11/6 Carson City, NV, Rnd 7
Info 614/891-2425

SCORE Desert C'ship Series
11/10-13 Baja Calif., Mex.

Best in the Desert Silver State Series
12/2-4 Laughlin, NV, Rnd 7
Info 702/457-5775

AMA/Prostar Drag Race Series
11/18-20 Gainesville, FL, Rnd 9
Info 205/852-1101

AMA Championship Mid South Winter Hare Scrambles Series
11/13 Bremen, GA
12/4 Hohenwald, TN
1/8/95 Bolivar, TN
1/22 Lynneville, IN
2/5 Centerville, TN
2/19 Lawrenceburg, TN
3/19 Cadiz, KY
4/2 Fordsville, KY
4/23 Mannington, KY
Info 615/331-1475 or 615/859-0873

AHRMA/British Bike Magazine Trials Series
11/5-6 Dickson, TN
Info 715/842-9699

AHRMA West MX Series
11/6 Tulare, CA

NETRA C'ship Enduro Series
11/6 Stafford, CT
Info 203/875-5757

NETRA Championship Hare Scrambles Series
11/13 Barkhampsted, CT
Info 203/875-5757

NETRA Turkey Run Series
11/13 Gardner, MA
11/27 Plympton, MA
12/4 Plymouth, MA
Info 203/875-5757

ECEA C'ship Enduro Series
11/6 New Gretna, NJ
11/13 Warren Grove, NJ
Info 908/657-6338

NESC C'ship Motocross Series
11/6 Middleboro, MA
Info 413/772-0685

American Trials Assn. Series
11/27 Lucerne Valley, CA
12/11 San Gabriel Canyon, CA
Info 213/259-6631

SETRA C'ship Enduro Series
11/6 Maplesville, AL
1/15/95 Charleston, SC
1/29 Wedgefield, SC
2/26 Greensboro, GA
3/5 Pelion,SC
3/9 Daytona Beach, FL
3/26 Lenoir, NC
4/9 Clanton, AL
4/23 Augusta, GA
4/30 Olustee, FL
5/21 Richloam, FL
Info 404/922-8234

SETRA Championship Hare Scrambles Series
11/13 Bulls Gap, TN
11/20 Buena Vista, GA
12/4 Elgin, SC
12/11 Cochran, GA
1/8/95 Greensboro, GA
2/5 Willington, SC
2/12 Madison, GA
3/19 Buena Vista, GA
5/6 Charlotte, NC
Info 706/468-1328

EEA Eastern Championship Enduro Series
11/6 Maplesville, AL
Info 706/376-5232

Golden Crown of Baja Off Road Desert Series
12/2-4 Gran Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prix de Baja Series
11/18-19 San Felipe Gran Prix San Felipe, B.C., Mex
Info 818/340-5750

LaPlaya MX GP Series
12/4 Rosarito, B.C., Mex.
Info (011-52-661) 22525

Florida Trials Assoc. Championship Series
11/27 Crooms, FL
12/18 Crooms, FL
1/15/95 Crooms, FL
2/5 Hernando, FL
3/4-5 Crooms, FL
3/26 Crooms, FL
4/23 Hernando, FL
5/21 Crooms, FL

Florida Trail Riders C'ship Hare Scrambles Series
11/5-6 Ocala, FL
11/19-20 Daytona, FL
12/3-4 Reddick, FL
1/21-22/95 Reddick, FL
2/4-5 Ft. Pierce, FL
2/18-19 Ft. Meyers, FL
3/25-26 Reddick, FL
4/8-9 Reddick, FL
4/22-23 Orlando, FL
5/13-14 Titusville, FL
Info 407/264-0559

Florida Trail Riders C'ship Enduro Series
1/15/95 Charleston, SC
3/12 Ocala, FL
4/30 Olustee, FL
5/21 Richloam, FL
6/11 Daytona, FL
Info 407/264-0559

Tucker Rocky/Answer Florida Mini-Cycle C'ship Series
12/4 Orlando, FL
12/18 Orlando, FL

Yamaha/McDonald's/Fox Pee Wee Championship Series
11/6 Orlando, FL
12/4 Orlando, FL
12/18 Orlando, FL

Outlaw MX Fall Classic Series
11/6 Ashland, NE
Info 913/456-2516

Georgia Fall C'ship Series
11/6 Buena Vista, CA
Info 404/943-4935

TVRC Fall Series
11/13 Rusk, TX
11/27 Tyler, TX
12/4 Burleson, TX
Info 817/282-0408

Nor Cal YSR C'ship Series
11/6 Sacramento, CA
11/20 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

MTEG Ultracross Series
1/21/95 Anaheim, CA
2/25 San Diego, CA
3/18 Seattle, WA
4/1 Alburquerque, NM
4/8 Las Vegas, NV
TBA Pontiac, MI
5/20 Denver, CO
6/17 Salt Lake City, UT
Info 714/254-3001

AMA National Arenacross Series
11/4-6 Des Moines, IA
11/18-20 Peoria, IL
12/2-4 Rockford, IL
1/6-8/95 Ft. Worth, TX
1/6-8 San Francisco, CA
1/13-15 Guthrie, OK
1/20-22 Niagara Falls, NY
1/27-29 Topeka, KS
2/3-5 Detroit, MI
2/10-12 Mikwaukee, WI
2/17-19 Cincinnati, OH
2/24-26 Denver, CO
Info 817/626-7297

AMA North California Enduro & Qualifier Classics
11/5 Middle Creek, CA
11/13 Fouts Springs, CA
11/20 Ballinger Canyon, CA
Info 916/624-7407
* Qualifier

AMA No. California Cross Country Series
11/6 Minden, NV
11/13 Prairie City, CA
11/20 Wilseyville, CA
11/26 Fallon, CA
Info 408/294-3438

WSMC Road Race Series
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
1/14-15/95 Rosamond, CA
2/18-19 Rosamond, CA
3/18-19 Rosamond, CA
4/15-16 Rosamond, CA
5/20-21 Rosamond, CA
6/17-18 Rosamond, CA
7/15-16 Rosamond, CA
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

Motor Sports of America Short Track Championship Series
11/12 Evansville, IN
11/19 Steubenville, OH
1/14/95 Casper, WY
1/13-14 Cedar Rapids, IA
2/1 Lincoln, NE
2/18-19 Sioux Falls, SD

AMA/District 37 Dual Sport Ride Series
11/6 Hesperia, CA
11/13 Riverside, CA
11/25-26 *LA-Barstow-Vegas
11/28-29 Vegas-Barstow-LA
12/10-11 Ontario, CA
*National Trail Ride event
Info 818/249-2141

GFI Fall Series
Northern Series
11/6 Oatfield, CA
Info 909/371-3434

GFI Super Saturday MX Dealer Series
11/5 Perris, CA
11/12 Perris, CA
11/19 Perris, CA
11/26 Perris, CA
12/3 Perris, CA
12/10 Perris, CA
12/17 Perris, CA
Info 909/371-3434

CMA Fall Series
11/6 Madera, CA
Info 209/673-8080

CMA O'Neal USA Central California Championship Motocross Series
11/13 Tulare, CA
11/20 Madera, CA
11/27 Madera, CA
12/4 Tulare, CA
12/11 Tulare, CA
12/18 Madera, CA
Info 209/673-8080

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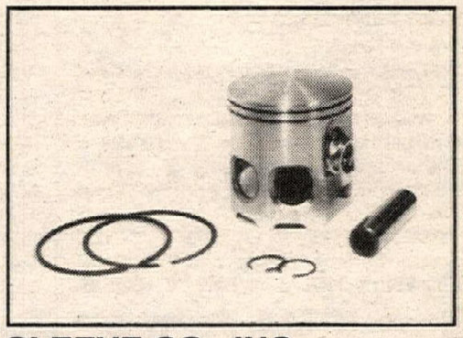

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Thurs., Nov. 3	GFI "Thursday" Practice Day	Perris
Sat., Nov. 5	GFI "Dealer Series" Round 1	Perris
	GFI Super Saturday MX	
Sun., Nov. 6	GFI Fall Final - North	Oatfield
Wed., Nov.9	Fire/Police Olympics Practice	Perris
Thurs., Nov. 10	Fire/Police Olympics MX	Perris

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Round 1	Nov. 20 - Rainbow Cycle Park, Pala, CA
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Round 3	Jan. 15 - Rainbow Cycle Park, Pala, CA
Round 4	Feb. 19 - Thrasherland, Phoenix, AZ

John (619) 744-8052 (CA) • Dave (602) 966-0101 (AZ)

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CRC California Race Schedule
100% PRO PAYBACK

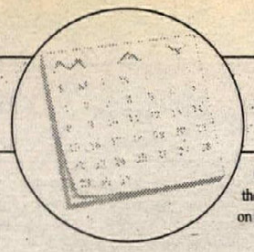
Sun., Nov. 6	CRC MX - Sponsorship Series	Sunrise
Sun., Nov. 13	CRC MX - Sponsorship Series	L.A.C.R.
Sun., Nov. 20	CRC GP - Sponsorship Series "Wild Turkey G.P."	Glen Helen
Sun., Nov. 27	CRC MX - Sponsorship Series	L.A.C.R.
Sun., Dec. 4	CRC MX - Trophy Series	Edwards A.F.B.

Saturday Practice • 9a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

TULARE CYCLE PARK
Tulare, CA Event Calendar (209) 685-0503

Nov. 5	AHRMA Regional T.T.
Nov. 6	AHRMA Regional M.X. Season Final
Nov. 12	Open M.X. Practice
Nov. 13	Round 1 CMA O'Neal USA Central CA MX Series

All Events Motorcycles Only
M.X. Practice 9 a.m. to 2 p.m.



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

NOVEMBER

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

DECEMBER

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

• DENOTES PRO PAYBACK

Wed, Nov 2

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 4-6

• IOWA ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Veterans Auditorium, Des Moines. Info: 817/626-7297.

Nov 5-6

CALIFORNIA MOTOCROSS - Old Timers MX/White Bros. National. No points for OTMX. Glen Helen Raceway, San Bernardino. Info: 714/633-9503.

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Big Scrub Trail Riders, Ocala. Info: 904/245-3359.

Sat, Nov 5

CALIFORNIA MOTOCROSS - WSDRA, Willow Springs Raceway, Rosamond. Info: 818/360-6258.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer Series - Rnd 1, Perris Raceway, Perris. Info: 909/943-3302.

CALIFORNIA MOTOCROSS - Rojo Productions, Racer Appreciation Night, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

CALIFORNIA TT - AHRMA Regional, Tulare Raceway, Tulare. Info: 209/685-0503.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/94-6630.

• KENTUCKY MOTOCROSS - Adventure Sports, Edmonson MX, Brownsville. Info: 502/286-8334.

• KENTUCKY MOTOCROSS - Midstate Motocross Park; Leitchfield. Info: 502/259-5319, 502/879-9536.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

• MISSISSIPPI MOTOCROSS - Capital City MX, Pearl. Info: 601/825-5122.

OHIO MOTOCROSS - AMA/D-11. Dirt Country Raceway, Blanchester. Info: 513/625-9987, 625-7350, 791-8970.

• OHIO MOTOCROSS - AMA/Dist. 11, Honda Hills, Linnville. Info: 614/323-3766.

Sun, Nov 6

ALABAMA ENDURO - SETRA, 25th Annual Gobbler Getter Enduro, Maplesville. Info: 404/922-8234.

ALABAMA ENDURO - Eastern Enduro Association/Perry Mtn. M.C., Final '94 round, Maplesville. Info: 706/376-5232 or 205/872-0619.

• ARIZONA MOTOCROSS - CMC Arizona, Mountain View, Tucson. Info: 602/979-0207.

CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

CALIFORNIA ROAD RACE - CMRRA, 50-80cc GP, Amago Raceway, Palomar. Info: 909/674-2007.

CALIFORNIA ROAD RACING - Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Final North, Oatfield. Info: 209/667-7109.

• CALIFORNIA MOTOCROSS - CRC, Sponsorship Series - Rnd 2, Sunrise Cycle Park, Adelanto. Info: 805/272-8889.

CALIFORNIA TT - Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/544-1027 or 368-7182.

CALIFORNIA MOTOCROSS - CMA, Fall Series, Madera. Info: 209/673-8080.

CALIFORNIA DUAL SPORT - Chaparrals M.C., Lucerne Valley. Info: 714/528-3007.

CALIFORNIA MARATHON - 1 1/2 mile scrambles track, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

CALIFORNIA MOTOCROSS - AHRMA Regional, season final, Tulare Raceway, Tulare. Info: 209/685-0503.

CONNECTICUT ENDURO - NETRA Championship Series, Black & Blue, Stafford. Info: 203/875-5757.

FLORIDA MOTOCROSS - 3rd Annual Maxima Marathon, 1994 OMP Series Finale, Pee Wee C'ship Series, Central Florda Yamaha Dealers Fun Day, Orlando MX Park, Orlando. Info: 407/568-2271.

• FLORIDA MOTOCROSS - RPMC, Homestead MX Track, Homestead. Info: 305/587-8107.

GEORGIA MOTOCROSS - Silver Moon Supercross, Fall Series Finale, Hidden Canyon Raceway Motocross, Buena Vista. Info: 800/531-0677 or 912/649-2028.

• GEORGIA SUPERCROSS - TNT Supercross, Carlton. Info: 803/348-3372.

ILLINOIS MOTOCROSS - U.O.R.R.A., Morrison. Info: 815/778-3641.

• INDIANA MOTOCROSS - Haspin Acres Motor Park, Laurel. Info: 513/353-3555.

INDIANA HARE SCRAMBLES - AMA/IN, IL, KY Enduro Riders, Balck Coal National, Lynnville. Info: 812/423-2710.

IOWA OBSERVED TRIALS - AITRA, Amboy Trail Ranch, Newton. Info: 515/753-7317.

• KANSAS HARE SCRAMBLES - K.O.R.R., 1-man, Sprockets II River Track, Arkansas City. Info: 316/636-5113.

KENTUCKY MOTOCROSS - AMA, Daniel Boone Motocross Park, Sheltowee Series, Toys for Tots, London. Info: 606/877-1364.

• LOUISIANA SHORT TRACK - Outlaw Racing, Swampland Raceway, Grand Prairie. Info: 318/363-3734.

MARYLAND HARE SCRAMBLES - Antietam Motorcycle Club, Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

• NEBRASKA MOTOCROSS - Outlaw MX Series & Lincoln Cycle Racing, Fall Classic Series, White Sands Raceway, Ashland. Info: 913/456-2516.

NEVADA MOTOCROSS - Silver State Motocross/Nevada Oldtimers, Northern Nevada Dealer Challenge V, Fernley. Info: 702/267-4392.

NORTH CAROLINA MOTOCROSS - American Motocross Circuit/Dirt World Promotions, Dirt World Challenge, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

• NORTH CAROLINA MOTOCROSS - N.A.M.E., Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

OHIO HARE SCRAMBLES - CRA, Mansfield M.C. Club, Mansfield. Info: 419/524-1347 or 589-8989.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Assc./Oklahoma Dirt Riders, Lake Draper ORV, Oklahoma City. Info: 405/769-3328.

PENNSYLVANIA HARE SCRAMBLES - AMA/Dist 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.

• PENNSYLVANIA MOTOCROSS - AMA/Dist 6, Pagoda Motorcycle Club, Inc., Birdsboro. Info: 610/582-3717.

• SOUTH CAROLINA HARE SCRAMBLE - Stateline Motorcycle Club, Red Hollow Hare Scramble, Greer. Info: 704/484-9000 or 937-9177.

TENNESSEE MOTOCROSS - KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

VIRGINIA HARE SCRAMBLES - Tidewater Dirt Riders, State Championship Series, Surry 100, Surry. Info: 804/488-6315 or 483-8039.

Wed, Nov 9

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 11-12

TEXAS SPORT TOURING - Honda Sport Touring Association, Texas Hill Country. Info: 817/467-3189.

Nov 12-13

OHIO HARE SCRAMBLES - AMA/Action Sports Promotions, Inc., Athens. Info: 614/594-6686.

Sat, Nov 12

• ARIZONA MOTOCROSS - CMC Arizona, Thrasherland, Phoenix. Info: 602/979-0207.

CALIFORNIA FLAT TRACK - W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA MOTOCROSS - Rojo Productions, Turkey Bowl, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

CALIFORNIA ENDURO - California Enduro Riders Association/D-36, Fools Gold Training Wheels Family Enduro, Tahoe National Forest, Morning Star Resort, Foresthill. Info: 209/833- 0503 or 415/726-5955.

CALIFORNIA SHORT TRACK - Barn Burner Series, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer Series - Rnd 2, Perris Raceway, Perris. Info: 909/943-3302.

• FLORIDA MOTOCROSS - County Line Raceway, Ona. Info: 813/755-8700.

GEORGIA SUPERCROSS - Silver Moon Entertainment, Silver Moon SX Track, Buena Vista. Info: 912/649-2028.

GEORGIA MOTOCROSS & TRIALS - AHRMA, Holiday Downs, Palmetto. Info: 404/463-2000.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/94-6630.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

• KENTUCKY MOTOCROSS - Adventure Sports, Edmonson MX, Brownsville. Info: 502/286-8334.

OHIO MOTOCROSS - AMA/D-11. Dirt Country Raceway, Blanchester. Info: 513/625-9987, 625-7350, 791-8970.

UTAH TRIALS - Wasatch Trials Association, Slick Rock, Moab. Info: 801/373-8341.

Sun, Nov 13

• CALIFORNIA MOTOCROSS - CRC, Sponsorship Series - Rnd 3, L.A. County County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SWAP MEET - So. Cal. BSA Owners Club, All British Swap Meet, Santa Fe Springs. Info: 805/273-7005.

CALIFORNIA HARE SCRAMBLES - AMA/Dist. 36/Dirt Diggers North M.C., 23rd Annual Lilliputian Hare Scrambles, Prairie City SVRA, Sacramento. Info: 916/962-3760.

CALIFORNIA ENDURO - AMA/District 36/WFO Enduro Valley Climbers M/C,

Mendocino National Forest, Stonyford/ Fonts Springs. Info: 707/746-0316.

CALIFORNIA GRAN PRIX - D.C.R., Sunrise Valley Raceway, Adelanto. Info: 909/371-6333.

• CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Championship Series - Rnd 1, Tulare Cycle Park, Tulare. Info: 209/673-8080 or 805/832-1955.

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 510/634-3328.

CONNECTICUT HARE SCRAMBLES - NETRA Championship Series, Windswept, Barkhampsted. Info: 203/875-5757.

• FLORIDA MOTOCROSS - Southeastern Regional Championship, Motocross of Marion County, Reddick. Info: 904/591-2050 or 591-2377.

• FLORIDA MOTOCROSS - Wausau Moto-x Inc, Wausau MX Park, Wausau. Info(04/638-1012.

GEORGIA FLAT TRACK & TT - AHRMA, Holiday Downs, Palmetto. Info: 404/463-2000.

• GEORGIA MOTOCROSS - Dixie Motorcycle Sports, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

• GEORGIA SUPERCROSS - TNT Supercross, Carlton. Info: 803/348-3372.

ILLINOIS CROSS COUNTRY - U.O.R.R.A., Morrison. Info: 815/778-3641.

INDIANA HARE SCRAMBLE - Stoney Lonesome Inc, team race, Columbus. Info: 812/342-4411.

• KANSAS HARE SCRAMBLES - K.O.R.R., 1-man, Silver City MX Park, Sterling. Info: 316/636-5113.

• KENTUCKY HARE SCRAMBLES - Eastern Kansas Series, Santa Fe Trails Cycle Park, Carbondale. Info: 913/456-2516 or 836-9171.

KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/ 475-2000.

MASSACHUSETTS TURKEY RUN - NETRA, Slippery Rock II, Gardner. Info: 203/875-5757.

• NORTH CAROLINA MOTOCROSS - AMA/Elizabeth City Motorcycle Club, Elizabeth City MX Track/Competition Park, Elizabeth City. Info: 804/548-1052.

NORTH CAROLINA MOTOCROSS - American Moto-X Circuit/Dirt World Promotions, Dirt World Challenge, Gillburg Moto-X Park, Henderson. Info: 919/554-4467.

• NORTH CAROLINA MOTOCROSS - Wilkes Co./Ponderosa MX, First Annual Fall Series, Wilkes Co. Moto-X Park, Lenoir. Info: 704/758-4342.

OHIO HARE SCRAMBLES - CRA, Toys for Tots, Big Valley. Info: 216/538-2220.

OHIO MOTOCROSS - AMA/Dist 11/Honda Hills, Linnville. Info: 614/323-3766.

OKLAHOMA MOTOCROSS - GNC qualifier, Lawton Moto-X Park, Lawton. Info: 405/355-1106.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen M.C. Inc, Pine Grove. Info: 717/345-6340 or 345-8734.

SOUTH CAROLINA MOTOCROSS - Hammer 'n Hank Racing, Camp Coker Motorsports Park, Society Hill. Info: 803/378-4700.

SOUTH CAROLONA MOTOCROSS - Jeff Kilgore, Low Country Motocross, Hardeeville. Info: 803/784-2408.

TENNESSEE HARE SCRAMBLE - SETRA, Volunteer Hare Scrambles, Bull Gap. Info: 706/468-1328.

TEXAS VINTAGE MOTOCROSS - Texas Vintage Racing Club, Thunder Mountain Motorsports Complex, Rusk. Info: 817/282-0408.

WISCONSIN SHOW - J&P Promotions, 10th Annual M/C Parts Extravazanze, Wisconsin State Fair Park, Trademart Exhibit Hall, Milwaukee. Info: 319/462-6011.

Wed, Nov 16

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 18-20

FLORIDA DRAG RACE - AMA/Prostar, World Finals, Gainesville Raceway, Gainesville. Info: 205/859-3443.

• ILLINOIS ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Peoria Civic Center, Peoria. Info: 817/626-7297.

• NEVADA ARENOCROSS - CMC/On-Trac Events, Reno Livestock Event Center, Reno .Info: 702/267-4392.

Nov 19-20

CALIFORNIA ROAD RACE - Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Palm Beach Track & Trail Riders, New Smyna. Info: 305/524-3810.

Sat, Nov 19

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

• CALIFORNIA MOTOCROSS - Motowest Racing/CMA, Hi-Point Series - Rnd #2, Hollister Hills, Hollister. Info: 408/238-8208 or 415/587-8678.

CALIFORNIA MOTOCROSS - WSDRA, Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA SHOW & SWAP MEET - The Grand Ol' Motorcycle Show and Swap Meet, Devonshire Downs, Calif. State Univ., Northridge. Info: 818/361-0205.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer Series - Rnd 3, Perris Raceway, Perris. Info: 909/943-3302.

FLORIDA MOTOCROSS - County Line Raceway, Ona. Info: 813/755-8700.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/94-6630.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

• KENTUCKY MOTOCROSS - Adventure Sports, Edmonson MX, Brownsville. Info: 502/286-8334.

• MISSISSIPPI MOTOCROSS - Capital City MX, Pearl. Info: 601/825-5122.

Sun, Nov 20

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

• ARIZONA MOTOCROSS - CMC Arizona, Mountain View, Tucson. Info: 602/979-0207.

CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

CALIFORNIA ROAD RACING - Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.

CALIFORNIA MOTOCROSS - CMA/Bill Benbow, Pioneer Arena, Oakdale. Info: 209/524-1432.

CALIFORNIA MARATHON - 1 1/2 mile scrambles track, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

CALIFORNIA GRAND PRIX - CRC, Sponsorship Series, Wild Turkey G.P., Glen Helen, San Bernardino. Info: 805/272-8889.

• CALIFORNIA GRAND PRIX - SRA, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - Sacramento Raceway, Sacramento. Info: 916/363-2653.

• CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Championship Series - Rnd 2, Little Okie Raceway, Madera. Info: 209/673-8080 or 805/832-1955.

• CALIFORNIA SUPERCROSS - CMA, Sandhill Ranch, Brentwood. Info: 510/828-3753.

CALIFORNIA MOTOCROSS - AHRMA, Cal•Zona Winter Series - Rnd 1, Rainbow Cycle Park, Pala. Info: 619/744-8052.

GEORGIA HARE SCRAMBLE - SETRA/Silver Moon Entertainment, Box Car Hare Scrambles, Twelve Lakes Scrambles, Buena Vista. Info: 800/531-0677 or 706/468-1328.

• GEORGIA SUPERCROSS - TNT Supercross, Carlton. Info: 803/348-3372.

ILLINOIS MOTOCROSS - U.O.R.R.A., Morrison. Info: 815/778-3641.

• KANSAS HARE SCRAMBLES - Wichita Jeeps Motorcycle Club, WJ M.C. Track, Wichita. Info: 316/772-0107.

• LOUISIANA TT - Outlaw Racing, Swampland Raceway, Grand Priairie. Info: 318/363-3734.

MINNESOTA SHOW - J&P Promotions, 7th Annual M/C Parts Extravaganza, St. Paul Civic Center, Roy Wilkins Auditorium, St. Paul. Info: 319/462-6011.

NEVADA EURO SCRAMBLES - Motorcycle Racing Association of Nevada, Jean. Info: 702/453-0795.

• NORTH CAROLINA HARE SCRAMBLES - Stateline Motorcycle Club, Stateline Hare Scramble, Grover. Info: 704/484-9000 or 704/937-9177.

NORTH CAROLINA MOTOCROSS - American Motocross Circuit/Dirt World Promotions, Dirt World Challenge, Montrose Moto-X Park, Raeford. Info: 919/544-4467.

OHIO HARE SCRAMBLES - Sunset Ramblers, Galion. Info: 419/562-6931.

OKLAHOMA MOTOCROSS - RBH, Inc., GNC Regional, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TEXAS VINTAGE MOTOCROSS - AHRMA Texas/Southwestern Region Series, Goodtimes MX, Natalia. Info: 713/463-4549 or 713/855-1733.

TEXAS SWAP MEET & SHOW - Bob Bahwell Swap Meet & Show, Convention Center, Waco. Info: 214/216-5520.

Wed, Nov 23

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 25-26

CALIFORNIA/NEVADA DUAL SPORT - AMA/Dist. 37, Nat'l Trail Ride Series, 11th Annual LA to Barstow to Vegas, Newhall/Barstow. Info: 818/249-2141.

Nov 25-27

NORTH CAROLINA SUPERCROSS - AMA/Victory Sports, Indoor Winter Series, WNC Ag Center, Asheville. Info: 615/323-5497.

Nov 26-27

• ARIZONA MOTOCROSS - CMC Arizona, Thrasherland, Phoenix. Info: 602/979-0207.

Sat, Nov 26

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

CALIFORNIA FLAT TRACK - W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer Series - Rnd 4, Perris Raceway, Perris. Info: 909/943-3302.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/94-6630.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

NEVADA HARE & HOUND - USA, point to point, Fallon to Lovelock, Fallon. Info: 208/342-3910.

Sun, Nov 27

• ALASKA ICE RACE - Aurora Racing, Inc., Klondike Inc, Big Lake. Info: 907/376-7905.

CALIFORNIA MOTOCROSS - CMA/Bill Benbow, Pioneer Arena, Oakdale. Info: 209/524-1432.

CALIFORNIA GRAND PRIX - CRC, Sponsorship Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Championship Series - Rnd 3, Little Okie

CYCLE NEWS Readers and SUPERCROSS Fans!

Cast your VOTE for the annual

MICKEY THOMPSON Award of Excellence

CYCLE NEWS Presented by MTEG

Once again, the fans of Supercross racing will select the winner of the prestigious 1994 Mickey Thompson Award of Excellence to be announced at the annual AMA Awards Banquet on November 19, and presented at the Anaheim Supercross on January 28.

This annual award recognizes the Supercross racer who most embodies the qualities of drive, fan appeal, true grit, determination, professionalism, enthusiasm and on and off-track contributions for the positive growth of the sport...qualities preserved in the memory of the late Mickey Thompson.

Only riders who competed in the 1994 AMA 250cc Supercross Series are eligible for the award provided annually by R.J. Reynolds Tobacco Co. The permanent Mickey Thompson Award of Excellence trophy is on display at the headquarters of Mickey Thompson Entertainment Group.

Previous winners of the award include...

Jeff Stanton-1989 Johnny O'Mara - 1990 J.M. Bayle - 1991
Guy Cooper - 1992 Guy Cooper-1993 ? - 1994

CAST YOUR VOTE IN 1994!

MICKEY THOMPSON Award of Excellence ✓ VOTING BALLOT

I vote for (rider name) _____
to win the Mickey Thompson Award of Excellence.

My Name _____

Address _____

City _____ State _____ Zip _____

Clip and Send Ballot (Deadline is November 9, 1994) to:
Cycle News, Mickey Thompson Award of Excellence
P.O. Box 498, Long Beach, CA 90806

One vote per person, you must be 21 years of age or older to vote.

GLEN HELEN
EVENT CALENDAR

Thurs., Nov. 3	MX Practice on National Track 8:00a.m. till 2:00p.m.
Fri., Nov. 4	Special World Vet MX Practice 8:00 a.m. till noon – Vets Only! Gates close 10:00 p.m. for camping
Sat., Nov. 5	White Brothers World Vet Championship Gates Open 6:00 a.m. Sign up 6:30 a.m. Practice 8:00 a.m. Race 9:00 a.m. Gates Close 10:00 p.m. for camping
Sun., Nov. 6	White Brothers World Vet Championship Gates Open 6:00 a.m. Sign up 6:30 a.m. Practice 8:00 a.m. Race 9:00 a.m.
Thurs., Nov. 10	MX Practice on National and Vintage Track 8:00a.m. till dusk
Sat& Sun., Nov. 11&12	No MX Practice

WHAT'S HAPPENING
WHITE BROTHERS WORLD VET CHAMPIONSHIP
NOVEMBER 5&6

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STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds, Moreno Valley, CA
Sat., Nov. 5 - Racer Appreciation Night
Sat., Nov. 12th - Turkey Bowl
OPEN PRACTICE
Tuesday 9:00 a.m.-2 p.m. & 4:00 p.m.-10 p.m.
Thursday 4 p.m.-10 p.m.
Saturday 9:00 a.m.-1p.m.
The track is groomed and watered for each session.
Practice Admission is $15.00 per bike, Pee Wee bike $10.00
Includes rider; spectators $4.00
Info Call: 714-855-2707

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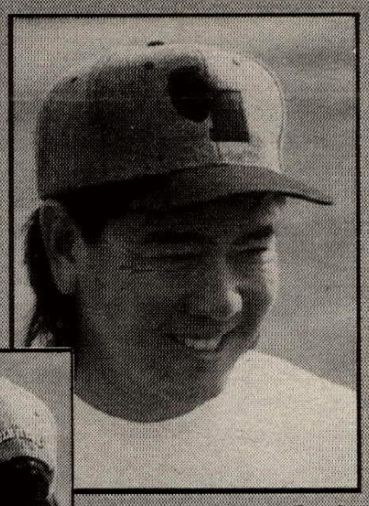

Front

Back

- Grey Top
- Black Canvas Bill
- Red "CN" Logo
- "Collegiate" Style

Front

Back

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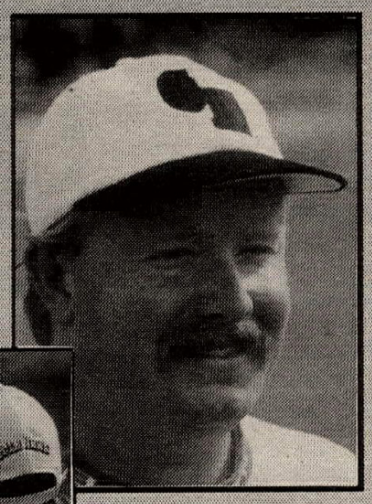
- Red Canvas Bill
- White "CN" Logo
- "Collegiate" Style



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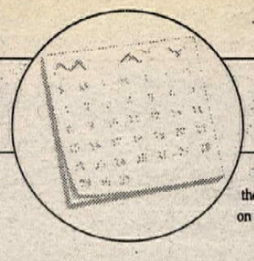

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Raceway, Madera. Info: 209/673-8080 or 805/832-1955.

• CALIFORNIA MOTOCROSS - Pot of Gold/D-36 Motocross Series/Argyll Promotions, Argyll Motorcycle Park, Dixon. Info: 209/862-0754.

• CALIFORNIA SUPERCROSS - CMA, Sandhill Ranch, Brentwood. Info: 510/828-3753.

FLORIDA MOTOCROSS - 2nd Annuyal Gator Country Grand prix, Orlando MX Park, Orlando. Info: 407/568-2271.

GEORGIA MOTOCROSS - Silver Moon Entertainment, Hidden Canyon Raceway, Buena Vista. Info: 912/649-2028.

GEORGIA MOTOCROSS - Echeconnee Moto-X, Macon. Info: 912/788-8227.

KENTUCKY MOTOCROSS - KTMXA/West KY. Motocrross/BSR, Lowes. Info: 502/674-5525.

MASSACHUSETTS TURKEY RUN - NETRA, Chilly Chili, Plympton. Info: 203/875-5757.

NORTH CAROLINA MOTOCROSS - American Moto-X Circuit/Dirt World Promotions, Dirt World Challenge, Gillburg Moto-X Park, Henderson. Info: 919/554-4467.

• NORTH CAROLINA MOTOCROSS - Wilkes Co. MX & Ponderosa MX, Fall Series, Wilkes Co. Moto-X Park, Lenoir. Info: 704/758-4342.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

SOUTH CAROLINA MOTOCROSS - Jeff Kilgore/Alan Andreu, State LIne Series - Rnd 2, Low Country Motocross, Hardeeville. Info: 803/784-2408.

TEXAS VINTAGE MOTOCROSS - Texas Vintage Racing Club, Swan MX Park, Tyler. Info: 817/282-0408.

Wed, Nov 30

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 2-4

• ILLINOIS ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Metro Centre, Rockford. Info: 817/626-7297.

OHIO INDOOR MOTOCROSS - AMA/Action Sports Promotions, Inc., Fairgrounds Coliseum, Columbus. Info: 614/ 593-6686.

Dec 3-4

CALIFORNIA ROAD RACE - CMRRA, 50-80cc GP season finale, Lake Perris Raceway, Perris. Info: 909/674-2007.

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Suncoast Trail Blazers, Reddick. Info: 813/784-5587.

Sat, Dec 3

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer Series - Rnd 5, Perris Raceway, Perris. Info: 909/943-3302.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - D-36/Redneck Roosters, M.C., Pot of Gold Series - Rnd 2, Carnegie Park, Tracy. Info: 209/862-0754.

CALIFORNIA SHORT TRACK - Barn Burner Series, indoor mini bike, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/94-6630.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneeer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

Sun, Dec. 4

CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

• CALIFORNIA SUPERCROSS - CMA, Sandhill Ranch, Brentwood. Info: 510/828-3753.

• CALIFORNIA MOTOCROSS - Motowest Racing/CMA, Hi-Point Series - Rnd 3, Metcalf M/C Park, San Jose. Info: 408/238-8208 or 415/578-8678.

• CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Series - Rnd 4, Tulare Cycle Park, Tulare. Info: 209/673-8080 or 805/832-1955.

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Edwards AFB, Edwards. Info: 805/272-8889.

FLORIDA MOTOCROSS - South Florida Motocross Winter Warm-up, Florida Mini-Cycle C'ship Series, Orlando MX Park, Orlando. Info: 407/568-2271.

• LOUISASIANA SHORT TRACK - Outlaw Racing, Swampland Raceway, Grand Prairie. Info: 318/363-3734.

MASSACHUSETTS TURKEY RUN - NETRA, Toys for Tots, Plymouth. Info: 203/875-5757.

• MEXICO MOTOCROSS - Too Much Fun Promotions: Cantamar Beach, Rosarito. Info: (01 1-52-661) 22525.

• NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C, SDR Raceway, Harpursville. Info: 607/723-2387 or 693-6234.

NORTH CAROLINA MOTOCROSS - American Motocross Circuit/Dirt World Promotions, Dirt World Challenge, Montrose Moto-X Park, Raeford. Info: 919/544-4467.

OKLAHOMA MOTOCROSS, RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

SOUTH CAROLINA HARE SCRAMBLES - SE&TRA, Catfish Stomp HS, Elgin. Info: 803/788-0495.

TEXAS VINTAGE MOTOCROSS - Texas Vintage Racing Club, Burleson MX Park, Burleson. Info: 817/282-0408.

Wed, Dec 7

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 9-10

MARYLAND SHORT TRACK - Baltimore County Trail Riders/Optimist Club of Cockeysville, Timonium State Fairgrounds, Timonium. Info: 410/661-MOTO.

Dec 10-11

LOUISIANA SPORT TOURING - Honda Sport Touring Association, Celebrate Cajun Christmas, Chicot State Park, Bayuo Chicot. Info: 504/486-0624.

Sat, Dec 10

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info :205/663-0963.

CALIFORNIA FLAT TRACK - W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer Series - Final, Perris Raceway, Perris. Info: 909/943-3302.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/94-6630.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneeer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

Sun, Dec 11

• ALASKA ICE RACE - Aurora Racing Inc., Klondike Inn, Big Lake. Info: 907/376-7905.

ARIZONA MOTOCROSS - AHRMA, Cal•Zona Winter Series - Rnd 2, Thrasherland. Info: 602/966-0101.

CALIFORNIA MARATHON - San Jose Fairgrounds, San Jose. Info: 408/295-6906.

CALIFORNIA MARATHONS - Sandhill Ranch, Brentwood. Info: 510/634-3328.

• CALIFORNIA MOTOCROSS - AMA/D-36/Danny Magoo Racing, Pot of Gold - Rnd 3, "E" Street Bridge, Marysville. Info: 209/862-0754.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

WANT ADS

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Experienced Mechanic
Sunny Las Vegas dealership needs technician with at least 3 years experience with Kawasaki motorcycles, Jet Ski watercraft & utility vehicles. Experience with small engines and hydraulics a plus. Send resume, with references. Kawasaki of Las Vegas, 3800 N. Rancho Drive, Las Vegas, NV 89130. (702) 656-1955. NV. (243-44)

Service Technician
Looking for a change? Growing dealership in N.W. Arkansas is looking for a full time service technician. Yamaha-Kawasaki experience helpful. Wages based on experience. Small town atmosphere, excellent place to raise a family. Fax resume to (501) 524-6846 or call 1(800) 755-1437. AR. (341-44)

Harley-Davidson Technician Needed
Immediate opening for experienced Harley mechanic. Call Buddy Stubbs at (602) 971-3400 or send resume to: Arizona Harley-Davidson, 13401 North Cave Creek Road., Phoenix, AZ. 85022. AZ. (341-44)

Sales Manager
F & I, closer and sales persons. Great opportunity. Excellent pay plan. (818) 848-6627. CA. (242-45)

Immediate Openings
Service Technicians and parts specialist. Excellent pay plan. (818) 848-6627. CA. (242-45)

H-D/BMW TECHNICIANS needed. Experienced, knowledgable motorcyclist please. School not neccessary, full time, benefits, excellent pay. Ken McCoy, U.S. 41, Green Bay, Wisconsin 54303. (800) 236-1729. WI. (242-TFN)

MSR Graphic Designer
Due to the vast expansion and success of MSR products, we are seeking a motivated designer with motorcycle racing knowledge. Experience in the latest Macintosh software (Photoshop, Illustrator and QuarkXpress) is mandatory. Duties include product design, packaging and merchandising materials. Send resume to MSR, Attn: Chris Dawson, 252 Granite St., Corona, CA 91719. CA. (243-44)

Honda Parts Person Needed
Honda-Yamaha-Polaris dealership in So. Cal. is in need of one highly self motivated parts person. Must have two years experience in Honda parts, Lightspeed computer exp. a plus. Top pay for an enthusiast with the right attitude. Fax resume to (310) 534-3011 or call Becky for appt. at (310) 534-2311. CA. (244-45)

Mechanic - Big Sky Country
Montana dealership looking for experienced service technician with references. Great hunting and fishing. Year round work. Contact Scott (406) 228-8151. MT. (143-45)

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Dealership and customer service experience required, PHD a plus, hardworking, self motivated, aggressive, no habits, with a positive attitude. Send resume to: Palm Springs Harley Davidson, P.O. Box 915, North Palm Springs, California 92258 or call Deven or Bob (619) 251-6226, Fax (619) 251-1098. CA. (343-45)

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Established Kawasaki Yamaha dealer need experienced motorcycle mechanics. Contact Dennis (510) 537-2257. CA. (343-46)

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20 year established Honda/Yamaha watercraft dealership seeking experienced parts and accessory manager. Good pay and benefits. Fax or send resume to: R&R Sportcenter, Paso Robles, California, Attention: Rich. (805) 238-4755 or Fax (805) 238-2637. CA. (243-45)

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MECHANIC WANTED. Honda/Sea-Doo dealership located in central Calif. Needs experienced mechanic with good work habits and self motivated. Must be willing to work on most motorcycles and personal watercraft. Send resume and references to: Ralph @ 100 S. Mooney Blvd., Tulare, CA 93274 or Fax to (209) 686-4780. CA. (344-45)

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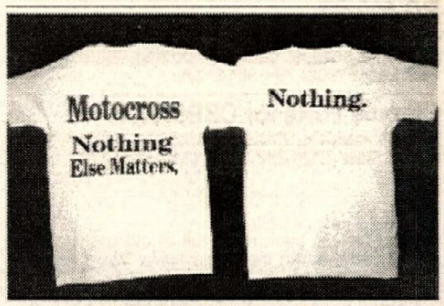

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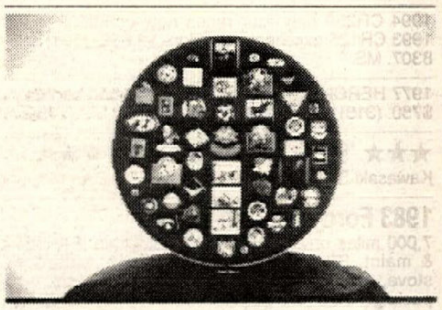

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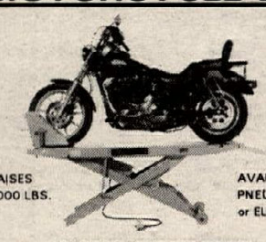

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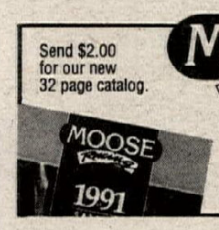

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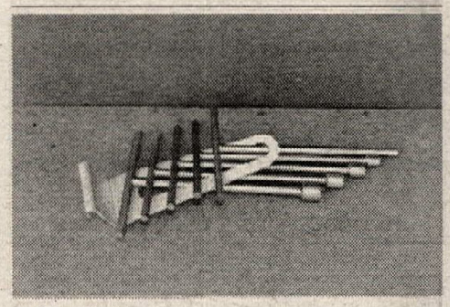

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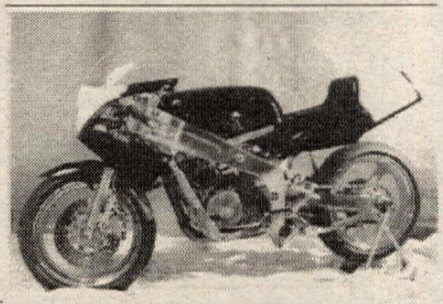

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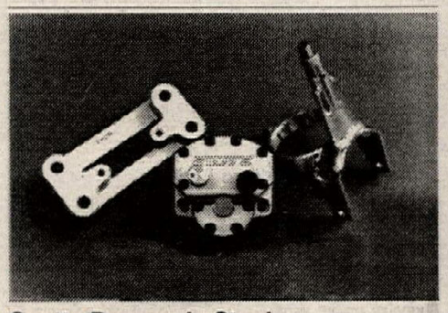

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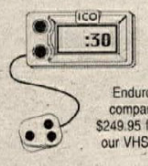

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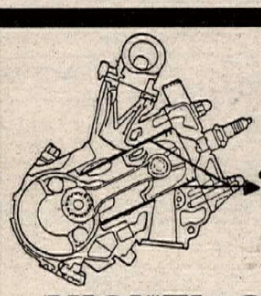

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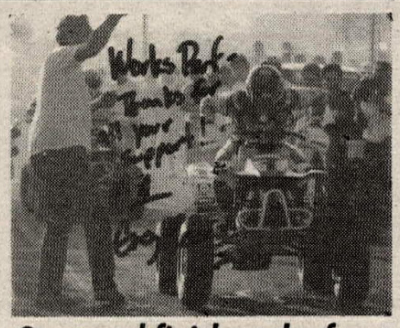

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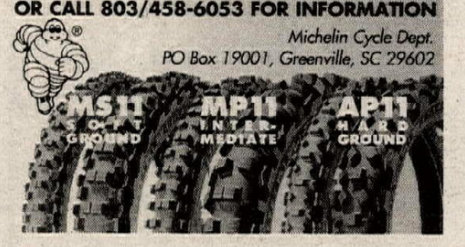

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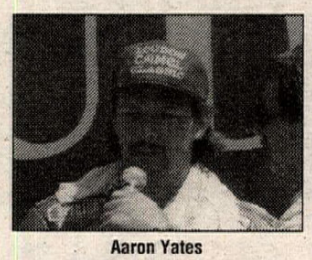

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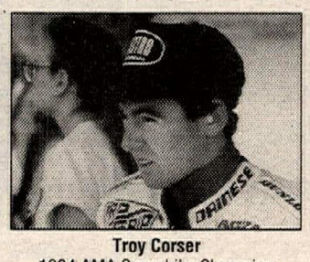

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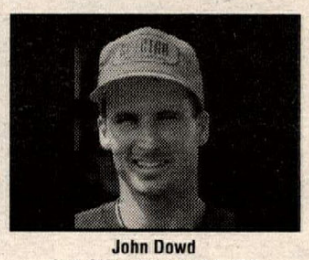

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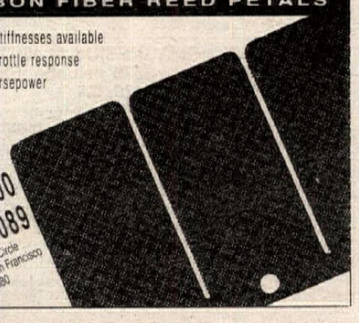

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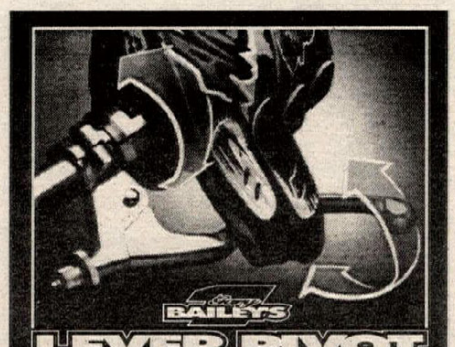

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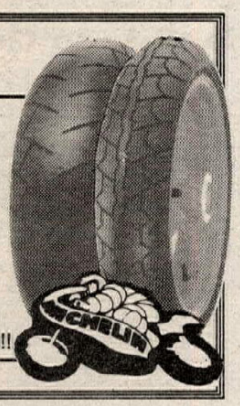

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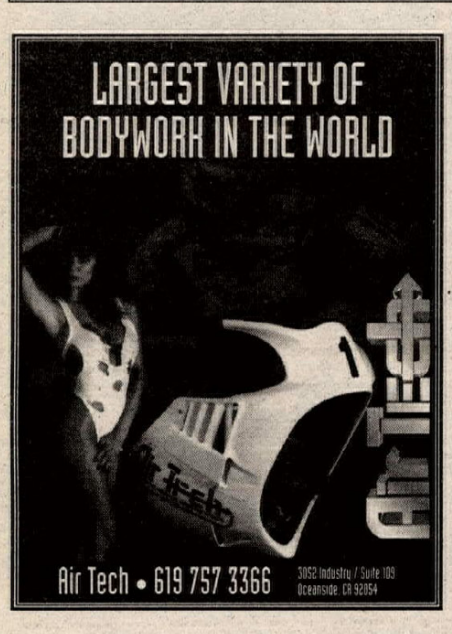

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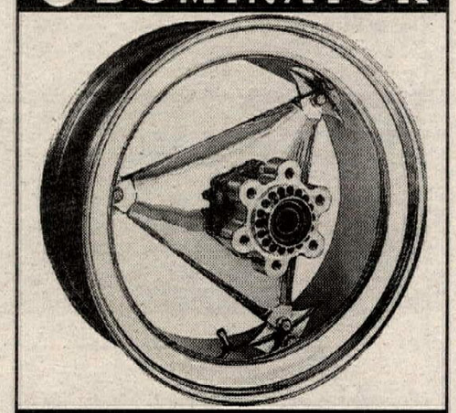

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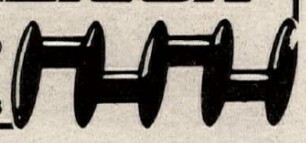

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RESULTS

Hare Scramble
Salem M.C., Inc.
Salem, OH
Oct. 2
By M.L. Miller

O/A
Jim Bender Hon
JR MINI
Al Emanuel Hon
Roddie Stock Suz
Jeff Melik Kaw
Frank Spagina Kaw
Anthony Scalia Hon
SR MINI
Bobby Hudnall Kaw
Bo Bowman Kaw
Tom Povinski Jr. Suz
Justin Conkle Kaw
John Scalig Yam
90-200
Alan Hughes Hon
Dan Frkuska Kaw
Joe Hamor Yam
Daniel Kunsman Yam
Greg Porterfield Kaw
250
Tom Eschtruth KTM
Eric Penick Yam
Mike Zibaila Kaw
Rick Pierotti Hon
Dan Beck KTM
OPEN
Jeff Bonasera KTM
Mark Sherwood KTM
Mike Gorman KTM
Bob Benner KTM
Joe Polak Hon
4-STRK
John Huegel Hus
Jeff Rudrick Hus
SR D-1
Mark Sarisky Suz
Robin Sarisky Hon
Ted Miller Yam
Jim Waliza Kaw
Rick Thompson Yam
SR D-2
John Gallagher KTM
Marty Heben Hon
Richard Stroud Yam
Larry Kale Mai
Dick Spooner Yam
S/SR
Tom Rickbrodt Hon
Herb Leppelmeier KTM
BMBR
Butch Pownell Kaw
Dave Kale Mai
Chick Richards Suz
Edward Hanker Yam
Eric Williams Hon
WOODSMN
Dave Ash Jr. Yam
Richard Burbick KTM
Tom Derby Yam
John Scalia Hon
Brian Haney Suz

Motocross
Sunset Ramblers
Galion, OH
Oct. 9
By Goggles Pisanno III

50 P/W
Dustin Booker Yam
Blair Nance Yam
Craig Thomas Yam
Justin Williams Yam
Nicholas Vermillion Yam
60
Jesse Rutrough Kaw
Tim Hollenbeck Hon
Jared Grabiel Kaw
Jeremy Morris Kaw
Shane Barre Kaw
MINI JR (7-11)
Nathan Nance Kaw
Dustin Hendrickson Kaw
Jimmy Fox Kaw
Jesse Rutrough Kaw
Jordan Tilton Yam
MINI SR (12-15)
Jeremy Caudill Hon
Dave Miller Suz
Ryan Lutz Kaw
Damien Heather Kaw
Mark Claus Hon
Darrick Hubbard Hon
SCHBY
Trent Heller Hon
Dave Miller Suz
Adam Smith Hon
Ben Haehn Kaw
Jacob Yontz Kaw
125 B
Jeff Willis Kaw
Brad Snyder Hon
Trent Heller Hon
Ken Ward Kaw
Tim Hoover Suz
EXTRA A
Mike Cain Hon
Chad Coon Hon
Tony Ralston Hon
Ken Ward Hon
Mike Smith Suz
VINT
Dean Gregory
Rusty Breyley
125 D-1
Dan Howard
Taylor Stauffer
Jeremy Lucas
John Stump
Tye Howard
125 D-2
Ben Haehn Yam
Darren Low Hon
Dion Harnishfeger Suz
Jim Wells Hon
Brandon Harry Hon
OPEN
Jerry Barlow Kaw
Reese Martin Hon
Chris Thomas Kaw
Chuck Coffman Hon
Rod McCammon Hon
250 C
Mark Hoverstock Yam
Larry Hesson Yam
Mark Marker Suz
Dion Harnishfeger Suz
Doug Durnwald Hon
SR 25+
Dave Cook Yam
Jim Smith Hon
Doug Sinclair Hon
Mike Smith Suz
250 4-STRK B
Andy Davis Hon
Jeff Barker Hon
John Wilcox Hon
Brett Piper Hon
SR 30+
Larrie Siegfried Hon
Troy Schlereth Hon
Trevor Hawk Yam
Joe Anderson Yam
Brett Schluter Yam

Road Race
NCMRRA
Round 7
Prairie City SVRA
Sacramento, CA
Oct. 16
By Ken Callahan

STK
Bob Vizcarra Yam
Curtis Roberts Yam
Jerry Johnson Yam
Bob Wilkie Yam
Mark Chadwick Yam
SS
Curtis Roberts Yam
Bob Vizcarra Yam
Jerry Johnson Yam
John Sullivan Jr. Yam
Bob Wilkie Yam
S/BK
Nikki Harris Yam
Jerry Johnson Yam
Curtis Roberts Yam
Ryan Wilson Yam
Bob Vizcarra Yam
B/W
Mark Cozzens Hon
Jeff Sheppard Kaw
James Switzer Hon
Ron Cory Kaw
STK NOV
Ken Takeda Yam
Diagoro Suzuki Yam
David Murray Yam
Tony Souza Yam
Deon Perry Yam
NOV SS-S/BK
Anton Brenner Yam
David Owens Yam
Bruce Utzig Yam
Ken Takeda Yam
David Murray Yam
VET
Curtis Roberts Yam
Bob Vizcarra Yam
Mark Cozzens Hon
Peter Femnia Yam
Antonio Nunez Yam

Motocross
Oklahoma State
C'ship Series
Round 8
Oklahoma City, OK
Oct. 2
By Jeannie Kephart

P/W STK
Kendal Owens Lem
Preston Hamilton Lem
Randy Childers Yam
Michael Duran Yam
Trey Terbush Yam
P/W MOD
Shawn Cook Kaw
Randy Childers Yam
Kendal Owens Lem
Aaron Canard Lem
Shelby Davis Lem
MINI/MINI
Chad Cook Kaw
Michael Odom Hon
Colt Humphrey Kaw
Kemp Elmore Kaw
Chris David Kaw
WMN
Laura Harris Yam
Kim Kephart Yam
Kim Brown Suz
Angie Thomas Hon
Kristen Garriso Kaw
MINI BEG
Russell Gibbs Kaw
Mike Freeman Hon
Shawn Sinclair Kaw
Chad Godwin Kaw
Brent Miller Kaw
MINI JR
Johnny Marley Yam
Heath Frazier Kaw
Chad Cook Kaw
Ryan St.Cyr Yam
Tyler Farrar Hon
MINI SR
J.D. Bailey Kaw
Bubba Ellis Hon
Deven Ramsey Suz
Jerad Rhodes Yam
Casey Bolton Yam
MINI OUTLAW
Johnny Marley Yam
J.D. Bailey Kaw
Heath Frazier Kaw
Bubba Ellis Hon
Chad Cook Kaw
125 BEG
Jeromy Scofield Suz
Derrick Creech
Bryan Simpson Kaw
Robert Stilwell Suz
Randy Ralls Kaw
125 NOV
Jay Grimm Suz
Earl Kephart Yam
Blair Lively Hon
Darrel Hopper Kaw
David McLean Hon
125 INT
James Ford Hon
Ricky Petersen Kaw
Casey Cole Hon
Joey Hamrick Hon
Tommy Allen Hon
250 BEG
Terry Peake Hon
Greg Penwright Hon
Edwin Reimer Kaw
John Sing Yam
Guy Manning Kaw
250 NOV
David McLean Hon
Kendall Robertson Kaw
Kirk Martin Hon
Deon Bean Kaw
Kevin Ford Hon
250 INT
Justin Ledbetter Yam
Kelly Hertzler Kaw
Monte Frank Yam
Todd Curran Hon
25+ NOV
Don Bailey Kaw
Craig Elder Hon
Howard Huddleston Kaw
John Cilliard Suz
Terry Stephens Hon
25+ INT
Dane Hillery Suz
Dean Beaudoin Yam
Mike Baugus Yam
Cappy Palmer Suz
Todd Curran Hon
30+
Greg Brown Suz
Wayne Daves Hon
Truitt Rogers Kaw
Scott Morgan Yam
Don Bailey Kaw
40+
Jim Thomas Yam
Laverne Kelley Kaw
John Belk Hon
Ron Ainsworth Hon
Tom Southern Hon
OUTLAW
James Ford Hon
Casey Cole Hon
Jay Grimm Suz
Justin Ledbetter Yam
Dean Beaudoin Yam

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Oct. 23
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Steve Jackson 99
Larry Lovell 86
SR B
Robert Schrader 168
Don Allis 151
Chester Covert 92
Ted Vandermark 39
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John Knapp 163
Ron Bors 163
Tony Palumbo 99
ROOKIE
Daniel Benjamin 162
Joshua Benjamin 150
Andrew Winters 93
Eric Reed 80
John Jelliff Jr. 32
TW SHK
Gary Brogdale 157
Michael Maines 111
VINT
Tom Boynton 20
Steve Searles 20
EX
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Mike Komer 159
Keith Winters 148
George Brinkwart 143
Bryan Benjamin 114
ADV
Emmett Watkins 174
Matt Hughson 159
Regan Faught 141
Tom Manogue 110
John Jelliff 89
INT
Charlie Camin 150
Benn Williamson 142
Roger Allis 135
Paul Treharne 124
David Knapp 117
SR A
Laverne Bowen 180
Robert Foringer 152
Stephen Fedorka 127
Carl Peters 125
Charles DeAngelo 76

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Bowling Green, KY
Oct. 1-2
By Patricia Conradt

T/F
Mark Conner
SP/F
Steve Hopkins
P/F
Bob Totty
T/G
Bob Taft
P/S
Rob Korn
M/FL
Steve Honaker
SM/FL
Paul Wiers
M/XL
Jan Downing
SM/XL
Pat Server
D
Steve Gaskill
T
Billy Lockhart
SS/FL
Keith Mueller
SS/XL
David Kacirek
STK A
Michael Walters
STK B
Michael Heidt
ELIM
Bruce Owens

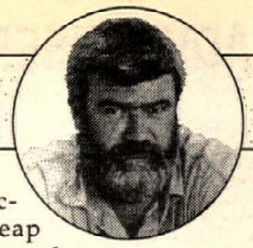
Dirt Track
VDTRA
Performance
Nutrition
Vintage Classics
VII
Dirt Track Series
Final Standings

OPEN PRO TW
Johnny Isaacs 533
John Fike 431
Dave Barkley 314
Dallas Babcock 240
Troy Keithly 218
OPEN TW
Mike Zbrozek 312
Ron Stone 246
Joe Blackwell 188
Ryan Stewart 112
Jim Eastlee 76
600
Mark Robinson 369
John Fike 312
Mike Zbrozek 284
Bill Snyder 256
J.C. Clark 185
MSTR
Dave Barkley 408
Bob Ives 241
Bill Burr 211
Dan Maloney 100
John Daniels 100
250
Bill Snyder 288
Tim Wolf 228
Ed Baldizan 132
Roy Haines 103
Dennis Melcher 100

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

IN THE PADDOCK

By Michael Scott



As the dust settles after the close to a tense World Superbike season, the question is bound to arise once more: Should superbikes take over as the top class in racing?

Grand Prix racing, in the eyes of the pessimists, is on the ropes. Isolated, elitist and expensive, the two-stroke pinnacle of every blue-blooded racer's ambition is in danger of disappearing upon its own fundament.

The Supers, on the other hand, are poised for a step upwards. This week more than any other, in the wake of the victory of Fogarty and his Ducati at Phillip Island, there will be a quorum and more proposing the view that superbikes are now poised to take over.

They have a lot of good arguments. First, there is the quality of the racing. Superbikes generally provide close battling, though this year has not been a vintage in this respect.

There is the spectator interest, with riders on machines similar - at least in appearance and basic design - to the bikes they can ride home.

More compelling (and ominous) is the level of factory support. For next season Yamaha will be joining Honda, Kawasaki and Ducati; Cagiva want in for their Ferrari-powered new 750 four; while Aprilia have indicated interest (they have a big-bore Ducati-rival V-twin in the offing). Rumors have also put the names of BMW, Harley-Davidson and Triumph forward as possible future participants, leaving only Suzuki as the last factory to dedicate itself entirely to GPs.

But are any of the above enough to allow superbikes to assume some sort of seniority? Not in the opinion of the current crop of top riders. They have no influence whatsoever over the rules and policy decisions of racing, and very little over machine design. They must simply choose what to ride from what is available. And there is no question that a 500cc V-four works bike - be it Honda, Suzuki, Yamaha or Cagiva - is the motorcycle of choice.

This is certainly the view of the men who have ridden all types of racing bikes faster than anybody else. The great trio of modern racing - Kevin Schwantz, Michael Doohan and Wayne Rainey (absent in fact, but there in spirit via lap records that still survive) - all came up through superbikes, where each towered above their national rivals before being plucked from their ranks for Grand Prix stardom.

Between them they went on to create a golden age - a simultaneous explosion of riding talent that is the greatest reason that so many of the 500 class lap records of 1991 and 1992 still stand.

Schwantz says now that he found superbikes hugely enjoyable, and wouldn't be averse to having another go on them. But he agrees with the others that they are a lesser form of racing motorcycle, requiring lower levels of skill for maximum performance to be exploited. There is no doubt that any of this three - or indeed several other riders in the 500 class - could leap straight back onto a Super and win straight away, simply by virtue of the greater refinement of riding technique learned by riding 500s.

Approaching the problem from the other side, of a superbike rider stepping onto a 500, the clearest illustration came from that studious rider Rainey. Winning the AMA U.S. Superbike title had taught him everything about how to slide the front wheel (he already knew about the rear from his dirt track years); but the lighter weight, better brakes and suspension and the livelier and greater horsepower of the GP bike meant that he had to think carefully and consciously seek out the same limits after he'd made the move upwards. He found them, but it was a taxing journey that only a few others have managed.

This is surely the essence of why GP bikes are the senior class. But perhaps the current V-four 500s are too hard to ride. What is the point, some ask, of having machines that are so demanding that only a handful of people are capable of using them to the full?

The same reasoning also leads one to the conclusion that Mount Everest should be bulldozed a bit lower to make it easier to climb.

At the same time, perhaps a little cutback would benefit the spectacle, for harder-to-ride inevitably makes the racing more spread out; while the Supers are more often to be found in fairing-bashing groups.

This could be achieved by some slight tickling of the rules, which are after all entirely responsible for the rather samey design of the current 500s. They've evolved within long-standing rules so that for the last decade the state of the art has also been the universal status quo. Four is the maximum number of cylinders allowed, so they have four. Likewise six gears, a certain wheelbase, a certain shape of bodywork, etc., etc; while the V-four is the most compact arrangement devised so far.

Aberrations have been dealt short shrift. Honda's V-four NR was an attempt at a four-stroke challenge that cost a fortune and got nowhere, their three-cylinder NS won a title in 1983, but was ultimately left behind. Aprilia's 1994 effort, the 400cc V-twin, hardly posed a threat even when it didn't break down.

With all the participants technically so close together, they could easily all be slowed down equally - by a further downgrading of allowable fuel, for instance; or controls over tires; or intake size.

But for pity's sake, what kind of talk is this? Why would anyone want to go racing, or even to watch it, if it were to be continually restrained? It is the very opposite of what it is all about - at least to any purist who holds both sporting and technical ideals more dear than the notion of racing as a cheap spectacle for the masses.

Racing is all about going faster, and it is on the issue of speed that the challenge of the superbikes founders. They sound good and produce close racing. But they're just not fast enough.

Even this weekend at Phillip Island, where the lap record was broken by two seconds, Fogarty's time was still a full second short of the 500cc class record, which was set way back in 1990, the last time they had a GP there. At least the new superbike time was inside the 250 record also set in 1990, though it is certain that the latest 250 riders would have gone significantly faster.

This instantly kills any notion that you could simply substitute superbikes for 500s at GPs. After all, the classic series already has 125s and 250s to be easier-to-ride and to produce close racing, and the 250s are reliably faster than the superbikes at comparable tracks. One could hardly have a supposedly senior class that was slower than the junior!

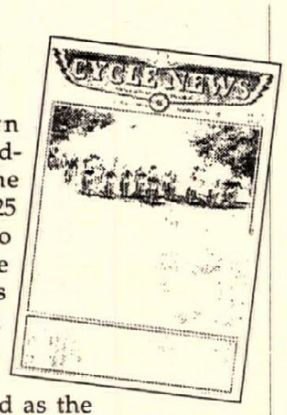
Yet the superbikes have already ousted the 500s at the national level in all sorts of countries since the U.S. switched - most recently and significantly in Japan, the heartland of works GP bikes, where the 500 class was summarily axed at the end of the 1993 season.

In an ideal world, there would be room for both classes - the Superbikes fulfilling the same knockabout role in racing as do the European Touring Cars, pulling good crowds and giving lots of people lots of fun; the GP bikes clearly the elite group.

Meanwhile, here in the real world, there might be a battle in the offing, and sadly the GP circus is not in a strong position to fight it. The threat of the superbikes looms larger year by year, and the days not only of the V-four 500s, but also of their associated smaller two-stroke brethren, might be numbered. CN

LOOKING BACK...

25 YEARS AGO... November 18, 1969



"Hopetown '69" headlined the *Cycle News* issue 25 years ago. A photo of the start of one of the motos was on the cover, and the race, held in Simi Valley, California, was billed as the "...biggest race held in the United States." Although a total rider count was not given in the race report, it did say that some classes alone occupied over 70 riders. **Preston Petty** won the 250cc Expert class, and **Brad Lackey** won the 500cc Amateur class... Swede **Bengt Aberg** won the 500cc International class at the Inter-Am motocross in Salem, Oregon. England's **Vic Allen** placed second, while **Torsten Hallman** finished third. The top-finishing American was local rider **Bob Leach**... In Kansas, another Inter-Am motocross race was held, which was won by Belgian **Joel Robert**.

15 YEARS AGO... November 14, 1979

World Observed Trials Champion **Bernie Schreiber** wheelying his Bultaco Sherpa T off a dirt ledge was featured on the cover 15 years ago. The Californian was featured in an interview; he is the only American to win the World title and did so at just 20 years of age... The Bureau of Land Management announced plans to close two major riding areas along famous Barstow-to-Vagas Hare & Hound course to go in effect over the upcoming Thanksgiving weekend, the same weekend that the race was traditionally held before being originally halted in 1974. The closure prevented riders from riding the course and protesting the shutting down of the popular B-to-V race... After adding up all of the tie-breaker points, **Mike Hannon** edged out **Drew Smith** for the overall win at the Big Boot National Enduro in Eureka, California... **Bernie Schreiber** won the V.O.T.E. Trick or Treat Trial in Littlerock, California. **Marland Whaley** finished second... Part two of the Trans-USA bikes included Kent Howerton's RN450, Mike Bell's Yamaha OW-41, and Chuck Sun's Husqvarna 390 CR... The Corona High School MX team, including captain **Kit Palmer**, was featured in a photo in the Locals section.

5 YEARS AGO... November 8, 1989

Featured on the cover was a photo of the entire *Cycle News* staff during our first "annual" dual sport adventure story, entitled "Getting Away." Most of the ride took place in the mountains near Palm Springs, California, and perhaps the most memorable moment of the two-day ride was when **Brian Catterson** slammed the Kawasaki KLR650 he was riding into a large pine tree. He was unhurt in the incident (though the same couldn't be said about the bike), but it was then-associate-editor **Paul Carruthers** laughing the loudest - that was until he realized that the bike Brian was riding was his own... **Guy Cooper** and **Chris Coleman** stole the spotlight at the 13th Annual Kawasaki Race of Champions at Raceway Park in Englishtown, New Jersey. Cooper won the 125cc Pro class, while Coleman took the 250cc division... **Ed Lojak** won the Lead Belt National Hare Scrambles at the Flat River GP in Missouri; **Scott Summers** was the runner-up... **Dan Smith** wrapped up his fourth consecutive National Hare & Hound title after scoring the overall win at the 100's M.C. National H&H at Lucerne Valley, California. **Danny Hamel**, who also wrapped up his fourth H&H title at the same event just last week, won the 250cc Expert class on a Suzuki... *Cycle News* test the 1990 ATK 406... **Johnny Martin** won the Illinois Cross Country Championship in Morrison. CN

WE THOUGHT IT WAS TIME TO LET SOMEONE ELSE GET A CLOSE LOOK.

Isn't it a beaut? Well, maybe we're biased. Congratulations to Team Toyota for their 11th Stadium Manufacturers Championship in 12 years. It was another championship season thanks to drivers Rod Millen, who captured his 3rd consecutive Driver's Championship, and Ivan "Ironman" Stewart, who took 2nd, plus the continued support of Precision Preparation and TRD, U.S.A., who kept our trucks up and winning all season.

And, even though it was one of our most competitive seasons ever, we thought we'd show something in our ad that our competition doesn't get to see very often.

So, you better enjoy this photo of the Manufacturers Cup because, unless you drive a Toyota, it's just about as close as you're ever gonna get.

TOYOTA
motor sports

OUR MINDS ARE ALWAYS RACING

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